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ANOTHER ARMY STORY.

George I. Putnam, who resigned from the 16th Inf. in 1889 after a service of five years, has followed his story, "In Blue Uniform," with an other army novel called "On the Offensive," published by Charles Scribner's Sons. Why "On the Offensive" does not clearly appear. It is a story with a moral, and the moral appears to be the application to army experience of the maxim, "ne sutor ultra crepidam."

Mr. Putnam's hero is one of the army men who is bored by his profession, and seeks an outlet for his surplus activity of mind in literature with the ill success which usually attends amateurish attempts to woo the most exacting and uncompromising of mistresses. The ultimate result is resignation—not resignation to the actions of the military service, but resignation from the Army altogether. "I didn't know anything about the Army before I went to the Academy," sighs Mr. Putnam's hero, Lieutenant Spurbridge; "I expected to find officers generally using their spare time in study or research of some kind. I thought it would be the few incorrigible exceptions who loafed along and gave rise to current stories about poker-playing and whiskey-drinking."

"Well, you've been mistaken, haven't you?" said Ralph, a senior lieutenant, who has fallen into the rut of service, and who, to kill time, punishes more than his due allowance of whiskey.

"Your eyes have been opened," Ralph tells Spurbridge, "to the fact that it's the many who loaf and the few who try to do anything. We do loaf and loaf—and booze and booze—and gamble and gamble—that is to say I do." "There are mighty few men in the Army who are not satisfied with it—outwardly," this Army critic goes on to tell us. "Sometimes a man will take up some occupation in connection with it, but the results are not worth considering. I knew an officer who invented a knapsack harness, and offered it to the Government. After many years he found letter carriers in some cities equipped with it on their pouches. He had to sue the Government before he got anything, and then he barely paid the attorney's fees. There is discouragement on every hand for every attempt to get out of the official rut. I knew another officer—a surgeon—who spent his time wandering about the post collecting bugs. He knew all about bugs, but he had no interest in his regular work. After a time he resigned, and he has since written some standard books on entomology. But he would never have done it had he stayed in the service—never, while there was the least trace of the amateur about him. No one can do anything as an amateur anyway. * * * The Army takes all one's mind if not all one's time. Whiskey and poker are really intellectual pursuits, you know; and the details of drill and of discipline, of social requirements and of official regulations—you can't divorce yourself from those in the smallest degree, and remain as good and efficient a soldier as you were before. * * * If a man cares enough for an employment to take it up in the face of his comrades, who are already inured to leisure, it will grow upon him until he is regarded as a worthless officer. He gets past the amateur stage, and exalts his hobby to the rank of the profession that brings him his livelihood. That causes a clash, and the officer is likely to come out of it in a damaged condition. * * * Of course, many make mistakes and be no worse a man for it. And if he enters the Army and finds his interest in the service isn't what it should be—why, it is no more than unfortunate. It isn't criminal. His crime consists in busying himself with his own concerns, and yet receiving the Government money. There's no penalty for it in the law; we have to take the matter into our own hands—make a moral lynch law to fit the case. * * * Every officer has questioned himself as to the purpose of his earthly existence—whether to stay in the Army or to get out and follow some other profession. Every officer has felt the utter emptiness of garrison days, and has admitted with bitterness of spirit that garrison days would make up most of his life. Is that a pleasant prospect? You know for yourself. Why, the

history of the Army is not a history of battles lost and won. It is a record of recurring despair, gnashing of teeth, and frequent endeavors to break the monotony by the introduction of something from civil life. It can't be done! The painter may be also a writer, and a merchant may delight in philosophical lectures, but the Army has kinship with nothing! It is for and to itself alone; it demands all your life and thought, and you may as well recognize it and make your oath of service mean something to you."

These extracts give the key to Mr. Putnam's story. It is too serious for love-making, and the nearest approach to it, Mr. Putnam allows, is the joint admiration of a priest and a soldier for the daughter of the post commander. In the end they go off amicably together in the same stage coach, turning their backs in the most unlovelike fashion upon the sighing maiden, and we are left to infer as to what might have followed had the story been longer, the soldier having an obvious advantage in the field of contest, where the tonsure and cassock do not count. The main interest of the volume for the Army is in the view it gives of Army life, and as to its fidelity to fact, officers may judge from the extracts given here. The moral it teaches is that such discontent as officers may feel with their profession is but an expression of the restlessness of the human animal, "who never is, but always to be, blest."

In connection with some things said by Mr. Putnam, it is well to quote what is said by Captain Bourke on the same subject, in his "Campaigning with Crook":

"I can certify to no inconsiderable amount of reading and study of Spanish language and literature, of mineralogy, of botany, of history, of constitutional or of international law, and of the belles-lettres, by officers of the Army with whom I became acquainted at old Camp Grant, Fort Craig, New Mexico, and other dismal holes—more than I have ever known among gentlemen of leisure anywhere else." Concerning drinking and gambling, Captain Bourke says: "There is scarcely any of either at the present day in the regular army. Many things have combined to bring about such a desirable change."

The Navy Department has promulgated an order which "Jack" will hail with a great deal of delight. It is in regard to the payment of the enlisted force of the Navy. The order appears under our naval heading. Speaking of this matter, Admiral Ramsay said that the question of the time when payments should be made to the enlisted men of the Navy was left largely to the discretion of commanding officers of vessels, and that in consequence there was a great lack of uniformity. The new circular corrects this state of affairs, and the Department believes that much good will result from it. Admiral Ramsay says that the complaints heretofore made about the payments came from men who have their pay retained because of misconduct. As to the statement that enlisted men frequently borrowed money at usurious rates of interest and that their orders transferred to money lenders were cashed by the paymasters, Admiral Ramsay said that the Department had no evidence to that effect. If it had, he said, it would be very prompt to take steps to prevent it. The practice prevailed at one time of paymasters' clerks advancing money to the men and charging them heavy rates of interest for its use, but if the commanding officers and paymasters follow out their instructions and are alert there will be no chance for anything of the kind at the present time. It was with a view to breaking up this practice that the commanding officer was entrusted with the power to regulate the pay the members of his crew should receive each month. Admiral Ramsay can see no reason for legislation directing monthly payments. The men, he says, are now receiving their money monthly. Those who do not receive the full amount have themselves to blame, for it is possible by good behavior to obtain every cent that is due except the first month's pay. Concerning the statement that a special appropriation of several million dollars would be required to pay all that is now due enlisted men of the Navy, Admiral Ramsay said that such would be the case if all the men

to whom money is due should apply at the same time for their salaries. It frequently happens, he says, that enlisted men do not care to draw their pay until their term expires, but there is never any difficulty about paying them when the demand is made. Congress appropriates approximately what is needed for the pay of the Navy each year, and if it should so happen that all of the men who have large amounts due them should apply for their money near the end of the fiscal year, when the pay fund is low, a deficiency appropriation would have to be asked of Congress before they could get their money.

One of Captain Mahan's many admirers thinks that his superiors in rank have not done him justice in the matter of the report derogatory to the Captain made by Admiral Erben. When this was brought to the attention of Captain Mahan he immediately asked for a full investigation. This the Secretary declined to order, as the matter was not of sufficient consequence. Our correspondent says: "By various remarks, surmises, etc., the enemies of Captain Mahan sought to detract from the honors lately heaped upon him. 'This,' he adds, 'is a system only too well known to the Navy now, a system applied to Walker, Higginson, Bartlett, Goodrich, Folger, and others, shining lights of the service. The 'Evening Post' devoted some of its space to its exposition. The unfairness of this is evident. It is an endeavor to condemn without trial by jury by methods that belong to other times and ages, and especially apt to bring discredit to the service and its best lights. A statement that Captain Mahan has asked for the fullest investigation of any reports or statements made against him by Admiral Erben is simply in the line of fair play, which should be accorded him by your paper, even if denied him by officials of the Navy Department.'

An officer who speaks from experience says: "Of all the many lessons of the strike war none is more clear than the folly of prescribing an undress blouse not designed for field conditions. Such officers on duty here as were so unfortunate as not to bring an old pattern blouse have found to their annoyance and discomfort that the new style braided and slashed garment is unfit to be called military. The idea of wearing the sword belt under the blouse is now condemned by all. Nor can the pistol be so worn, although it must of necessity be the officer's real weapon on riot duty, the real work of the future. The slashing of the blouse are found to be unsuited in shape, size and position for the comfortable and efficient wearing of either sword or pistol. To keep the braided blouse clean in dusty, smoky Chicago is almost impossible. Might not the opinions of officers on riot duty here be obtained by you as to the relative merits of the two blouses?" We should be glad to have the opinions of other officers on this subject.

Engineer-in-Chief Melville, who was on the Minneapolis during her recent phenomenal speed trial, is enthusiastic over the performance of the vessel, and is particularly proud of the excellent showing made by the machinery under the extraordinary stress to which it was subjected during the trial. The performance offers quite a notable contrast with the triple screw ships built by foreign governments, the Kaiserin Augusta and the Dupuy du Lome having failed in all attempts to stand a successful trial at full power. Future experiments are expected to demonstrate many interesting and valuable problems for the engineering world, and it is the intention of the Engineer-in-Chief to carry out as complete a series of tests as circumstances will permit.

The experiences of the past month have shown that we have not yet wholly lost the experience of war service. The Major-General commanding, the Adjutant-General, the Department commanders and the ranking officers of the organizations put into the field are each and all seasoned and trained soldiers, accustomed to act promptly and coolly in emergencies far greater than those with which they have had to contend in this instance.

JULY 21, 1894.

ARMY AND NAVY JOURNAL

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SEABURY AGAINST DASHIELL.

The decision of Judge Morris in the Circuit Court of the United States at Baltimore confirms the right of Lieut. Samuel Seabury, U.S.N., to the invention upon which he has spent so much of his time. Now that the court has passed upon the questions involved, the only wonder is that the contest was ever inaugurated. As we gather from the opinion, Lieut. Seabury was, on the 15th of April, 1890, granted a patent for an improved breech mechanism upon ordinance, by which the cylindrical breech block was rotated, withdrawn and moved to one side by a single motion of a lever, and the piece being reloaded was returned with another motion. The patent granted to Ensign Dashiell bears date of Feb. 9, 1892, nearly two years after the issuance of the Seabury patent. Dashiell apparently had the benefit of the publication of the Seabury device in the "Scientific American" and of the description and diagram contained in Seabury's application for a patent. With this before him he constructed a breech mechanism, which the court now holds to be an infringement of Seabury's patent. Indeed, we should judge from the opinion of the court that the fact of the infringement was never seriously contested, but that the insistence of Dashiell in the lawsuit was that Seabury's invention had been anticipated by foreign inventors, and therefore neither he nor Seabury was entitled to the protection of our patent laws. This defense has failed, and the device adopted by the Navy Department as the most effective is decided to be an American invention.

Apparently without any authority for so doing, the Chief of the Naval Bureau of Ordnance assumed that the Dashiell device was not an infringement of Seabury's patent, made haste to adopt the Dashiell device and applied it to a large number of guns, and contracted to pay or have paid to Dashiell \$125 for each gun. The Court now says: "The Government cannot itself lawfully use a patented invention without permission of the patentee, and any one who procures such an act to be done or adopts or accepts its benefits when done is guilty of an infringement." If the law is thus correctly stated by the Court, it is very plain that the Government should at once desist from the use of the Dashiell mechanism upon any of its guns, without the permission of Lieutenant Seabury, who is in a condition, if so disposed, to dictate his own terms. The Court says: "These guns were made under an arrangement with the defendant that for the use of his device he should receive a royalty of \$125 for each gun." If the Government has paid Ensign Dashiell the \$125 for each gun, it will have the privilege of paying a like or greater amount to Lieutenant Seabury for the same guns. This difficulty has resulted from the officers of the Ordnance Department adopting a device with full knowledge that the right to use it was contested, and without waiting to ascertain who was justly entitled to the merit of the invention. The moral is that executive officers of the Government should not assume the functions of the judiciary and attempt to decide for themselves questions which properly belong to that department.

That the strikes have benefited the military arm of our Government there can be no question. The outbreaks which have occurred as a result of them, and the prompt action of the military in their suppression have shown the people of the United States the value of the Regular Army, and the efficiency which it has maintained in spite of the niggardly appropriations of the several Congresses. It has also shown that our Army has been kept on a footing that may be envied by the nations of Europe.

There can be no doubt that the strikes were ill-advised. Neither can there be doubt that President Cleveland's prompt action in ordering regulars to the scenes of trouble was instrumental in bringing them to an end. The results of the labor trouble are manifold. The army has suffered a loss of life equivalent to that of the skirmish opening a battle, and the strikers have suffered not only in the loss of their positions and consequent starvation for themselves and families, but in the killing and wounding of many of their number by regulars, militia, marshals and policemen; untold damage has been done to

railroad property throughout the country; the States will sustain thousands of dollars in suits and the general government will have to expend much money in liquidating the expenses attendant upon the ordering of troops into the field and their assistance while engaged in duty there. To President Cleveland, his official family, and to General Schofield and the Army is due the credit of putting down the strikes. Had the matter been left to the State authorities to look after, particularly those of Illinois, it is the general belief that a rebellion would have been inaugurated. Thanks to the prompt action of the National authorities, aided so efficiently by the military, however, this danger has passed and the people of the United States will resume their march in the path of progress as a unit and not as a divided people. The death-blow to the strikes was given when Gen. Schofield, acting under the direction of the President, sent the order to Gens. Otis and Merritt, Brooke and Ruger, which we published last week, and the President supplemented them by proclamations.

One result of the strikes is the agitation of the subject of increasing the Army. What is needed is the enactment of a law which will allow the President to increase or reduce the enlisted force at pleasure, but still retaining an army of about 40,000 men. With this number the interests of the United States would be well looked after, even in times of domestic difficulty like the present. What is further needed is the enactment of a law which would allow the reorganization of the Army by permitting a regiment to consist of three battalions instead of one big battalion, as is now the case, and by increasing the Army to the extent of two artillery regiments for the purpose of guarding the sea coasts.

We have received a large number of letters in response to our request for suggestions as to Army reorganization, but events have meanwhile been tending so strongly in favor of a more liberal disposition toward the Army that we have thought it best to postpone the consideration of these letters for the present. So far as they furnish any indication, they show that our infantry officers favor a three battalion organization, with the present number of regiments. A number of officers suggest that only one additional major should be provided, the command of one battalion being given to the lieutenant-colonel. Others who favor the three battalion organization urge that it is not wise to attempt to increase the number of companies, holding to the principle that "half a loaf is better than no bread," and that twenty regiments, with three battalions each, are better than twenty-five regiments as at present organized.

If the facts now before Congress are not sufficient to secure an increase of the Army, we shall have to wait for another Congressional election, in the hope that the argument in favor of a more efficient Army presented by the apostles of disorder will have its effect in determining the choice of representatives. We believe that by that time the argument of hard times, now urged against an increase of national expenditure, will have spent its force. This is not a country which can long continue in the doldrums of commercial stagnation and despondency, and the relation between public order and individual prosperity becomes increasingly apparent. The circumstances of the times are more sharply defining the differences between those who will reason and vote in favor of a government sufficiently strong and well equipped to make itself always and everywhere respected, and those whose hostility to all restraint has been intensified by the recent use made of the processes of law and the militant assertion of authority. The courts have gone beyond anything heretofore known in sustaining the national authority, and the inevitable result must be a further advance in the same direction as an evident corollary of the attempt which has been made and will be continued, to altogether destroy the bonds of authority.

This much has been gained: We are not likely to hear anything more just at present of our ability to get along without infantry. This strengthening of what was the weakest point in our line will result to the advantage of all arms of the service. As to the artillery, they appear to be a unit in favor of a separation between

the field artillery and the coast artillery, and the organization of the latter into a corps, substantially upon the lines of the Outhwaite bill. This carries with it of necessity an increase in the artillery arm.

We have sought to keep this discussion independent, so far as possible, of personal consideration. To strengthen the Army as a whole is to improve the position of every officer in it, and we have no disposition or intention to take part in a striving for precedence, however much we may sympathize with the just demands of individual officers:

"Fortune, we say, doth give too much to many,
But yet she never gave enough to any."

The Navy Department is continuing its work of relieving officers whose terms of sea duty have ended and assigning others to the stations thus made vacant. A number of orders were issued on Thursday last to officers high in rank and the batch contained one or two surprises. For instance, Capt. T. F. Kane did not get the command of the New York, although he was given preliminary orders to this vessel some weeks ago, and his assignment was made out on Wednesday last, but recalled. Capt. Robley D. Evans, naval secretary of the L. H. Board, is the fortunate officer who will command this craft. His orders were issued on Thursday last. Captain Kane will command the Miantonomoh. Capt. R. R. Wallace, who is thus relieved of the command of the Miantonomoh, has been ordered to command the Newport naval station, relieving Capt. F. M. Bunce, who is ordered as a member of the Board of Inspection and Survey. Captain Bunce is also relieved of the command of the training ship Constellation, Comdr. F. W. Dickins taking his place. Commodore Joseph N. Miller has at last received his final orders to the Boston Navy Yard, and he will go there on Aug. 27. Capt. J. W. Philip, who is relieved of the command of the New York by Captain Evans, will be at the same post as Commodore Miller, occupying the position of captain of the yard. Capt. George S. Wadleigh is the last officer of command rank who was affected by Thursday's order. He will go to the command of the receiving ship Richmond, at Philadelphia. There is much speculation in naval circles as to who Captain Evans' successor as naval secretary of the L. H. Board will be. The name of Captain Yates Stirling is most prominently mentioned in this connection.

The new triple screw cruiser Minneapolis fulfilled the expectations of her admirers on her official trial trip on Saturday last, when she made the magnificent record of 23.073 knots an hour. This is a degree of speed which has never been equalled by a vessel of her heavy tonnage, and the showing she made justly entitles her to the broom she now carries at her masthead. Government officials, especially those connected with the Navy Department, are delighted with the speed made by the latest acquisition to the marine force of the United States. Secretary Herbert, who witnessed the trial, expresses himself as being highly pleased with her creditable performance, as does Assistant Secretary McAdoo, who was also on board the vessel during her official run. And in the comment about the speed attained by the new cruiser, nothing but praise is heard of the bureaus which designed her, and the builders, who so accurately carried out their designs. The Messrs. Cramp are to be congratulated on the splendid showing she made, and it is the universal opinion that the premium of \$414,600 they are to receive has been well earned. The report of the Board of Inspection and Survey will be awaited with considerable interest, not because any unfavorable comment is expected, but from the reason that the exact speed obtained by the vessel on the several spurts will be contained in it, as well as a number of minor details of much interest to those connected with the Navy.

At a dinner recently given in London to illustrate the advantages of cooking by electricity, Dr. Silvanus Thompson recalled a former electric dinner given in 1749 by Benjamin Franklin on the banks of the Schuylkill. The turkey was killed by an electric shock, and cooked by a fire kindled by an electric spark, while various electric experiments seemed to have served as entrees in an intellectual entertainment which preceded the dinner.

PERSONAL ITEMS.

Surg. A. M. Moore, U. S. N., was a recent guest at the Sturtevant House, New York.

The wife of Lieut. William M. Irwin, U. S. N., has gone to Berkley Springs, of Virginia.

Lieut.-Comdr. Leonard Chenery, U. S. N., is at the Algonquin, Saranac Lake, N. Y.

Comdr. F. W. Dickins, U. S. N., recently detached from the Essex, is at Danbury, Conn.

Mrs. F. J. Drake, wife of Lieut.-Comdr. Drake, U. S. N., is spending the summer at Digby, Nova Scotia.

Lieut. Irwin, of the Navy, has been detailed for duty on the summer cruise of the training ship Portsmouth.

Colonel Heywood, U. S. M. C., accompanied by his wife, will spend the month of August at Saratoga, N. Y.

Lieut. Harry Phelps, U. S. N., of the Bennington, will be detached from that ship in time to report at Annapolis for the fall term of studies.

Chief Engr. William S. Smith, U. S. N., has just returned from a full cruise on the China station, and is now enjoying a well-earned leave.

The wife and family of Lieutenant-Commander Taussig, of the Atlanta, are spending the summer at Gananoque, Canada, where they will probably remain until the end of the season.

Mrs. Moore, wife of Surg. Andrew M. Moore, U. S. N., is slowly recovering from her serious illness at Geneva, and is now visiting her sister, Mrs. H. G. French at her summer home, Bay View, Mass.

The engagement is reported of Mrs. Thomas Whiteside Rae, widow of Lieut. T. W. Rae, U. S. N., to Mr. Stuart Scott, a prominent member of the Calumet Club, New York. Mr. Scott is a Canadian, in the banking house of Ladenburg, Thalmann & Co.

Mrs. Tillman, wife of Lieut. E. H. Tillman, U. S. N., will spend a portion of the time during her husband's absence from the United States in Denmark with her relatives. Mrs. Tillman is a daughter of the well-known Consul Kondrup, for many years at Copenhagen. Lieutenant Tillman has been assigned to duty on the Pacific coast.

Passed Asst. Engr. Stacey Potts, U. S. N., has been designated as the temporary relief of Chief Engineer Webster at the Bureau of Steam Engineering. The latter officer has been detailed for duty on the Bennington, as the relief of Chief Engineer Aston, and will sail for his new field of duty on the steamer from New York on the 30th inst.

Comdr. D. W. Mullan, U. S. N., has gone to Atlantic City for a brief rest from the duties of lighthouse inspection. He makes his headquarters at the Hotel Aldine. The many friends of Commander Mullan in the Navy have urged him to reduce to writing his recollections of the great Sarmoan disaster, in which he took such a prominent part.

Passed Asst. Engr. F. J. Schell, U. S. N., was at the Navy Department a few days since in consultation with the Engineer-in-Chief of the Navy in regard to the details of the forthcoming session of the engineer class at the Naval Academy. Mr. Schell, in company with Chief Engr. Rae, has several excellent ideas to submit, and it is not unlikely that some of them will be adopted.

A Newport, R. I., correspondent writes: "Capt. George H. Perkins, said to be the richest officer of the American Navy, his wife, a daughter of the late William G. Weld, of Boston, inheriting just \$7,000,000 from her father's estate, has arrived at the De Rham cottage, on Bellevue avenue, for the season. His daughter will make her debut here this season. She is a pretty girl and has a host of friends."

The New York "Times" publishes a portrait of Rear-Admiral James E. Jouett, U. S. N., with an article two columns long headed: "Admiral Jouett's Bravery. A most exciting war incident now first fully told. Cutting out of the Rebel schooner Royal Yacht in Galveston Harbor—Thrilling struggle against not only the enemy, but the cowardice of sailors and the mistaken fire of friends—Victory won under terrible odds by the wounded officer."

The retirement, on the 12th of the present month, of Chief Engr. Alexander Henderson, U. S. N., removes from the active list of the Engineer Corps an officer whose record stands second to none for efficiency and judgment at times when these qualities stood for much more than in these piping times of peace. Chief Engineer Henderson was a notable figure during the late war, and to his untiring energy and skill is due much of the success of our fleet during the dark days of 1861-'63.

Chief Engineer and Mrs. D. P. McCartney, U. S. N., are passing the heated term at the Berkley Springs, Virginia, where they will remain until the end of the present month. From Virginia the Chief Engineer and wife will go to the White Mountains, returning to New York in time to meet Mrs. Barbour, the mother of Mrs. McCartney. Mrs. Barbour has been in Europe during the last fifteen months, and will soon return to this country. Chief Engineer and Mrs. McCartney will reside in Washington during the coming fall and winter.

At the regular meeting of the resident directors of the Navy Mutual Aid Association, the resignation of Chief Engr. Harry Webster, U. S. N., was accepted as a member of the Finance Committee, and Comdr. Charles S. Sperry, U. S. N., was unanimously elected to fill the vacancy. The membership of the association was increased by the admission of six applicants. The Navy Mutual Aid now numbers more than at any period of its history, and its affairs are in an excellent condition. The average time required to pay a death claim has been three days after the notice of death has been received by the proper authorities.

Pay Inspector F. H. Swan, U. S. N., retired, is at Nanapashamet, Mass.

Mrs. W. W. Phelps, wife of Ensign Phelps, U. S. N., is at Lake George, N. Y.

Lieut. A. C. McMechan, U. S. N., retired, has returned to Nebraska City, Neb., from Coopers-town, N. Y.

Mrs. T. J. Cowie, wife of Paym. Cowie, U. S. N., is staying at Echo Notch House, Westkill, Greene Co., N. Y.

Mrs. G. C. Wiltse, wife of the late Capt. Wiltse, U. S. N., is at Hotel New Point, Amityville, Long Island, N. Y.

Mrs. L. L. Beaumey, wife of the aid to the Secretary of the Navy, is at the old Sweet Springs of Virginia, where she intends remaining until some time in the fall.

The wife and daughter of Pay Director T. T. Caswell, U. S. N., are spending the hot weather at the famous Berkeley Springs, of Virginia, and will remain there until late in the fall.

Mr. J. P. Andre Mottu, of Norfolk, Va., was married July 5 at Berkeley, in that State, to Mrs. Mary Carter Burnett, widow of Passed Assistant Paymaster John C. Burnett, U. S. N.

Miss Martina De Lancey Wilkins, daughter of the late Lewis Morris Wilkins, formerly an officer of the Navy, was married July 12 at St. Andrew's Church, Harlem, to Mr. William Shattuck Gould, of Chicago.

Paymaster J. R. Carmody, U. S. N., and his family have gone to Nantucket for the summer. He has the yacht Banshee during the season, and as the paymaster is a good sailor, he enjoys the outing in true nautical style.

Rear-Admiral Bancroft Gherardi, U. S. N., was the recipient of many congratulations on his improved health during his recent visit to Washington as a member of the board which examined Commodore Fyffe for promotion.

Medical Director W. K. Van Reypen, U. S. N., has been assigned to duty as a member of the Naval Inspection Board, with headquarters at Washington. Dr. Van Reypen has just completed a tour of duty on the San Francisco.

The resignation of Passed Asst. Engr. A. M. Hunt, U. S. N., was accepted by the Secretary last Tuesday, to take effect at once. Mr. Hunt will go into business with Mr. W. F. C. Hasson, a member of the Naval Engineer Corps. Mr. Hunt is eminent as an analytical chemist.

A committee of residents of Washington and Harper's Ferry, with Frederick Douglass as chairman, are arranging to erect a monument to John Brown on the site formerly occupied by the engine house near the railroad station which John Brown converted into a fort during his raid on Harper's Ferry.

Among the applicants for appointment on the police force of New York are Sergt. Herman Ziegner, Troop I, Seventh Cav., U. S. A. Ziegner received a medal of honor for conspicuous bravery in an attack on hostile Sioux Indians concealed in a ravine near Wounded Knee Creek, S. D., on Dec. 29, 1890. Ziegner also distinguished himself at White Clay Creek, S. D., in an attack on the Indians. He is on furlough under G. O. 80 and will be discharged.

Gen. A. J. Pleasanton, of blue glass fame, is dangerously ill at his farm, near Overbrook, Pa. He is 86 years of age and lives in Philadelphia. He never goes out, even in the driest weather, without wearing heavy overshoes, and to this practice he attributes his attaining his present great age. The General gained his nickname of "Blue Glass" from a book he published in 1876, in which wonderful curative properties were attributed to the blue rays of sunlight. Quite a craze for blue glass windows followed the publication of this unique theory.

2d Lieut. George Blakely, 2d Art.; 2d Lieut. F. W. Figer, 13th Inf., and Col. Anson Mills, 3d Cav., were the only Army officers who registered at the War Department during the past week. Naval officers registered at Navy Department during the past week as follows: Chaplain Roy R. Hoes, Naval Cadet John R. Y. Blakely, Passed Asst. Eng. P. S. Lawrence, Lieut. Comdr. F. W. Crocker, Passed Asst. Engr. H. P. Norton, Lieut. T. Porter, Med. Ins. T. N. Penrose, Lieut. J. H. Bull, Civil Engr. A. G. Menocal, Lieut. Comdr. W. Goodwin, Commo. C. C. Carpenter.

Gen. John Tyler, son of the tenth President of the United States and his private secretary, is living in humble circumstances, a sufferer from paralysis, in Washington. He is supported by a nephew who has a position in the Treasury Department. General Tyler entered the Confederate service at the outbreak of the war, acting as Adjutant-General on the staff of Gen. Sterling Price. After the war, General Grant appointed Tyler Collector of Customs at Tallahassee, and President Garfield made him a commissioner in the Treasury Department. He was incapacitated for duty by a stroke of paralysis in 1887. General Tyler is 75 years of age.

New Jersey politics have proven too much for Capt. James Parker, late of the Navy. Senator McPherson gave him this letter to the President: "Sir: I am informed that the bearer, Capt. James Parker, of Perth Amboy, N. J., is desirous of obtaining some position under your administration. Captain Parker is a lawyer of good abilities and much experience, and will fill the office of United States District Attorney for New Jersey, or any other office whose duties are of a legal character that he will undertake to fill, with great credit. I indorse and command Captain Parker in every way, and ask for him such consideration as may be possible to give." Thereupon the President nominated Captain Parker for U. S. District Attorney, and, greatly to his surprise, received a request from Senator McPherson to withdraw the nomination on the ground that the letter was to be read backwards, or, at all events, was not intended to mean what it says. So the nomination of Captain Parker has been withdrawn.

Gen. J. C. Tidball is at Gloucester, Mass.

Capt. L. A. Abbott, U. S. A., is summering at Dumore, Vt.

Colonel and Mrs. W. S. King have gone to Magnolia, Mass.

General and Mrs. J. J. Dana have gone to Bar Harbor, Me.

Capt. John Anderson, retired, has gone to Belchertown, Mass.

General and Mrs. James Oakes are at Narragansett Pier, R. I.

Capt. J. R. Brinckle, Fifth Art., is enjoying his leave at Paris, Me.

Col. Joseph Conrad, U. S. A., is at the Salt Sulphur Springs, W. Va.

Lieut. C. C. Ballou, of the 12th Inf., is on leave at Saranac Inn, New York.

Capt. G. H. Evans, 10th Cav., has rejoined his troop at Fort Buford, N. Dak.

Col. George L. Anderson, U. S. A., has gone to spend the heated term at Salem, Mass.

General and Mrs. Rucker and Mrs. P. H. Sheridan have gone to Nonquit, Mass.

General and Mrs. O. B. Willcox are registered at the Hotel Pilgrim, Plymouth, Mass.

Gen. Innis N. Palmer has gone to the mountains at Oakland, Md., for the summer.

Lieut. E. B. Babbitt has left West Point on his vacation, and is at present at Paris, France.

Capt. A. B. MacGowan, of the 12th Inf., is spending his leave at Sackett's Harbor, N. Y.

Lieut. H. C. Danes, of the Third Art., from Key West, Fla., is enjoying his leave at Pen Yan, N. Y.

Col. Merritt Barber duly reported for duty at headquarters, Department of the Platte, at Omaha, Neb., on the 15th inst.

We regret to learn that Capt. George S. T. Patterson, 14th Inf., is seriously ill at Newburyport, Mass., as a result of kidney trouble.

Gen. William P. Carlin, retired, formerly commander of the Department of Columbia, has gone to Spokane, Wash., to spend the summer.

A Long Branch correspondent writes: "That stanch old warrior, Gen. Stewart Van Vliet, is a constant visitor to the Branch from the Shrewsbury, and is still very much in the ring, though he is almost the oldest, if not the oldest, living graduate of West Point."

Gen. George D. Ruggles, Adjutant-General of the Army, attended the funeral of Gen. James B. Fry, U. S. A., in Philadelphia, July 13, in a representative capacity and as an officer of his corps in the past, for whom he bore a strong respect and admiration. He has since returned to Washington.

Gen. Samuel Breck, U. S. A., left Governor's Island July 14 to spend a couple of months' leave with Mrs. Breck in the White Mountains. His first stopping place was at his son's, 172 Commonwealth avenue, Boston, Mass. During his absence the A. G. O. of the Department of the East is in charge of Lieut. Charles G. Treat, A. D. C.

Lieut. A. W. Yates, Ninth U. S. Inf., on leave in Milwaukee, on learning that his regiment had been called from Sackett's Harbor to Chicago, on once reported for duty with it in the latter city. His action was precisely similar to that of many others, as indicated by recent special orders from the Headquarters, Department of Missouri, etc.

Lieut. John T. Thompson, Ordnance Department, U. S. A., a bright young officer, whom we often had occasion to mention when he belonged to the Second U. S. Art., moves, under recent orders, from Rock Island to Omaha, where he will serve on the staff of General Brooke as chief ordnance officer, and at the same time command the Omaha ordnance depot.

Capt. J. M. Bell's Troop F, Seventh Cav., and Capt. M. B. Hughes' Troop K, Ninth Cav., of Fort Myer, are now in camp near Marshall Hall, Va., for instruction, target practice, etc. Marshall Hall is on the Potomac River, about 25 miles' march from Fort Myer, and affords excellent facilities for target practice, etc. The artillery troops at Washington Barracks will also go there for their annual small-arms practice.

A Baltimore despatch of July 15 to the New York "Herald" says: "Club and social circles were much surprised when it became known that Jesse Tyson, Jr., had announced his intention of enlisting in the United States cavalry as a trooper to become a thorough soldier, having a fondness for military life. Mr. Tyson is a member of the Bachelors' Cotillion Club and of the Junior Bachelors' Club. He is a member of the Fifth Regiment, having re-enlisted as a private when the regiment was ordered to Frostburg. He joined Company A, and was promoted shortly after his enlistment to a lieutenancy. Mr. Tyson had always a penchant for military affairs, and while in camp was complimented on several occasions by his superior officers and was considered one of the best soldiers in Frostburg."

Never in the history of Fort Ringgold has the Fourth of July been observed to such an extent as it was this year, says a correspondent. By order of the commanding officer, Major Keyes, Third Cav., a brand new "Old Glory" was unfurled at the report of the morning gun, followed by a salute of 44 guns. The Rio Grande City brass band played the National anthem, and then every organization at the post sat down to a sumptuous breakfast. At 8:30 a. m. the exercises for the day commenced. Captain Andrus, Troop I, Fifth Cav., was the judge on all events of the day. His assistants were Lieutenants Adair, Vestal and Schley. Committee of Arrangements: Sergeant Wilson, Company F, 23d Inf.; Sergeant McDonald, Troop E, Fifth Cav.; Corporal McKay, Troop E, Fifth Cav.; John J. Duffy, Troop I, Fifth Cav. Sergeant Major Doran was clerk of sports and starter.

Gen. and Mrs. L. P. Graham are at the Warm Springs, Va., for the summer.

Col. John Hamilton, U. S. A., has gone to Washington, Conn., for the summer.

Col. W. B. Lane, U. S. A., retired, is enjoying a visit to West Point, N. Y.

Mrs. C. W. Kennedy, Fort Snelling, Minn., was at Applebed, Isle of Shoals, last week.

Lieut. P. C. Harris, 13th U. S. Inf., left Fort Leavenworth this week on a fortnight's leave.

Col. Delancy Floyd-Jones, U. S. A., retired, took passage on the Paris for Europe on Wednesday, July 18.

Col. L. L. Langdon, First U. S. Art., rejoined at Fort Hamilton, N. Y. H., July 16, from a short leave.

Maj. G. M. Wheeler, U. S. A., and Mrs. Wheeler are at the Eddy House, Bar Harbor, Me., for the summer.

Capt. John Guest, of the Eighth Cav., is spending his leave at the garden spot of America, Pasadena, Cal.

Lieut. J. W. Benton, Ninth U. S. Cav., rejoined at Fort Myer, Va., July 18, from a post leave of seven days.

Lieut. W. C. Rafferty, First U. S. Art., rejoined at Governor's Island, July 16, from a short leave of absence.

Col. C. W. Foster, U. S. A., is making a tour of Europe. When last heard from he was in Geneva, Switzerland.

Col. and Mrs. J. I. Head have established themselves for the summer at 79 Sachem street, New Haven, Conn.

Lieut. Robert Sewell, Seventh U. S. Cav., has taken charge of the course of signal instruction for the troops at Fort Myer.

Col. Thomas F. Barr, U. S. A., rejoined at Governor's Island July 16 from a pleasant, though short, visit to Philadelphia.

Col. Thomas C. Sullivan, A. C. G. S., stationed in Chicago, will go abroad shortly to spend the summer, retiring in October.

Lieut. E. M. Lewis, 20th U. S. Inf., on vacation from De Pauw University, Greencastle, Ind., is visiting friends at Evanston, Ill.

Lieut. Frederick Wooley, 10th U. S. Inf., on National Guard duty at Providence, R. I., left there this week on a fortnight's leave.

Lieut. G. W. Van Deusen, First U. S. Art., left Governor's Island, N. Y. H., this week on leave to spend until September with his family.

Mrs. Garlington, wife of Captain Garlington, Seventh U. S. Cav., and family are spending a portion of the summer at Vineyard Haven, Mass.

1st Lieut. Wm. R. Hamilton, 5th Art., has been assigned to duty as professor of military science at the State University of Nevada, Reno, Nev.

Capt. D. W. Burke, 14th U. S. Inf., is a recent arrival in Olympia, Wash., for a tour of duty with the National Guard of that State—a small but efficient body.

The marriage of Miss Marion Forsyth, daughter of Gen. J. W. Forsyth, to Lieut. William G. Fitzgerald, Seventh U. S. Cav., is to take place at Fort Riley, July 17.

Lieut. S. C. Hazzard, First U. S. Art., is enjoying a pleasant tour of temporary duty at Governor's Island with Merrill's battery, which is short of officers just at present.

Lieut. M. R. Peterson, 10th U. S. Inf., was suddenly called July 9 from duty at Chicago to his home near Clinton, N. C., by the illness of his father, M. C. Peterson, who died July 10.

The New York "Herald" of July 15 gives a full account of the "story of Colgate," who was left behind by the Carlin hunting party," written by a member of the expedition that went to search for Colgate.

The children of Secretary of War Dan Lamont are daily seen driving a little basket beach cart along Ocean avenue, Long Branch, in charge of a groom, who sits as erect as his military master could wish.

By direction of the President a medal of honor has been awarded to Major and Brevet Col. Alfred J. Sellers, 30th Pennsylvania Volunteers, for distinguished gallantry in action at Gettysburg, on July 1, 1863.

Col. William J. Volkmar, U. S. A., who has been making a brief sojourn at Buena Vista Spring, Washington county, Md., is expected to report to Major-General Howard at Governor's Island next week for duty.

Maj. Chas. K. Winne, Surgeon U. S. Army, has arrived at Fort McHenry, Md., from the West and taken charge of the Medical Department there in succession to Capt. C. B. Ewing, Assistant Surgeon, who goes to Jefferson Barracks.

Lieut. F. D. Webster, Sixth U. S. Inf., a bright young officer with experience in the Staff Department, will take charge of the Quartermasters' and Subsistence departments on the range at Fort Niagara, N. Y., during the annual rifle competitions soon to commence.

Capt. A. M. Wetherill, Sixth U. S. Inf., left Bedloe's Island July 17 for Fort Niagara, with his company, for a tour of small-arms practice. In the meantime Lieut. Charles Byrne, Sixth Art., holds the fort (Wood) with an artillery detachment from Forts Hamilton and Wadsworth.

A newspaper despatch from Cheyenne, Wyo., July 15, says: "Lieutenant-Colonel Brady, of the 17th Inf., who had command of the troops at Rock Springs during the strike troubles, returned to Fort Russell yesterday and reported to the commanding officer that he had been ordered to report to General Brooke as being under arrest. Colonel Brady's arrest is believed to be the result of intemperate utterances upon the strike question."

Lieut. W. Weigel, 11th U. S. Inf., is at New Brunswick, N. J.

Mrs. H. J. Slocum, wife of Lieut. Slocum, 7th U. S. Cav., is at Green Park, N. C.

Capt. J. W. Keller, U. S. A., retired, has left New York City for a visit to Fargo, N. Dak.

Lieut. F. D. Ely, 6th U. S. Inf., left Plainfield, N. J., this week for a visit to Round Grove, Ill.

Mrs. J. A. P. Hampson, widow of the late Capt. Hampson, U. S. A., is at Oceanville, Me.

Mrs. Robert London, wife of the late Capt. London, U. S. A., has left St. Louis, Mo., for a visit to Santa Fe, N. Mex.

Capt. D. M. Appel, Assistant Surgeon, U. S. A., lately in Chicago, was expected to join the latter part of this week at Fort Porter, Buffalo, N. Y., his new station.

Capt. P. Harwood, U. S. A., retired, and Mrs. Harwood have left East Orange, N. J., for Bayshore, Long Island, N. Y., where they intend to remain for some weeks.

Governor's Island, N. Y. H., has had its usual liveliness added to this week by the presence of the band of the First U. S. Art., which will remain there until about the end of July.

Capt. O. B. Mitcham, Ordnance Department, U. S. A., pleasantly located at Watervliet Arsenal, West Troy, since November, 1892, will shortly change base to Rock Island Arsenal, Illinois.

Lieut. C. C. Walcutt, Eighth U. S. Cav., after a pleasant tour of ordnance duty at Frankford Arsenal, Pa., will start in a few days for Fort Meade, S. D., to report to Col. C. C. Carlton for duty.

Mrs. R. D. Hitchcock, wife of the late Comdr. Hitchcock, U. S. N., left New York this week for a visit to Switzerland. Her address while abroad will be care of Munroe & Co., Paris, France.

During the absence of Lieutenant-Colonel Gilliespie, C. E., U. S. A., to attend the sixth international congress on Interior Navigation, which will meet at The Hague this year, Lieut. R. McGregor, U. S. Engrs., will be in charge.

Miss Lucia Ransom Edwards, sister of Lieut. Clarence R. Edwards, 23d U. S. Inf., on duty at Washington, D. C., was married July 11 at Cleveland, O., to Mr. C. A. Otis, Jr., son of Mr. C. A. Otis, of New York, formerly of the Otis Steel Company, of Cleveland.

The engagement is announced at West Point of Miss Gertrude Harney, the daughter of Surgeon Philip T. Harney, to Cadet Conway H. Arnold, class of '95. Cadet Arnold is a son of Lieut.-Comdr. C. H. Arnold of the U. S. N., now stationed at the Brooklyn Navy Yard.

Cadet appointments to West Point were issued during the past week to Geo. E. Mills, Waukesha (24th Dist.), Pa.; Carl E. Gibson (Alt.), Bandon (24th Dist.), Pa.; Stuart Heintzelman, Washington, D. C., at large; Wm. T. Patten, care of Capt. W. S. Patten, U. S. A., at large; Chas. A. Romeyn, care of Capt. Henry Romeyn, 5th Inf., at large.

RECENT DEATHS.

Mrs. Laura Steen Madison, widow of Major Thomas C. Madison, Surgeon, U. S. A., died July 8 at Washington, D. C. Dr. Madison, a Virginian, resigned Aug. 17, 1861, and has since died.

Thornton Augustus Washington, who died at Washington, D. C., July 10, was graduated from the Military Academy in 1849 and was appointed to the 1st U. S. Inf. In January, 1861, he, serving then in Texas, was appointed A. D. C. to General Twiss, and resigned in April following, and accepted a commission in the Confederate Army. He came to Washington after the war and was for several years a clerk in the General Land Office.

PROGRESS OF OUR DRY DOCKS.

The great battleship Indiana, whose final cost will exceed three and one-quarter millions of dollars, is rapidly approaching completion. The Oregon, the Massachusetts and the Iowa, ships of the same class and cost, will soon follow. The Indiana is so nearly ready for delivery that a question as to the ability of the Bureau of Yards and Docks to take care of her may be fairly asked at this time.

There is not a dry dock on this hemisphere in which the Indiana can be placed. Of the three under construction at present, one only is nearing completion which will be capable of floating a ship of the Indiana's draught and beam—that is the one now under construction at Port Royal, S. C., and this dock cannot be completed for many months. The prospect for the early completion of the so-called Gillies dry dock in the navy yard in Brooklyn is even less encouraging. The advertisements for proposals for the building of this dry dock first appeared in July, 1892. There were nine bidders. Mr. Gillies' bid of \$412,000 being the lowest, it was accepted. The dimensions of this dock were: Length inside head to inner abutment, 580 feet; length on floor head to inner abutment, 516 feet; width at entrance on high-water line, 100 feet; least draught at mean high water over sill, 28 feet. The dimensions of the dock were subsequently changed, so that it should be 670 feet long. For this addition, Mr. Gillies was to receive \$45,000. The location of the dock was changed so that it would lie 64 ft. further from the shore. For this change Mr. Gillies was allowed \$5,000 additional, thus making a total cost of \$462,000 for the work when completed.

On Jan. 1, 1893, the site was turned over to Mr. Gillies, whose contract required him to bring the dock to completion ready for acceptance within twenty-seven calendar months; that is to say, by Aug. 30, 1895. For increased length and change of location five months' additional time was allowed him. The moving of the dock site inland 64 feet was a godsend to Mr. Gillies. Besides giving him an additional \$5,000, it saved him the expense of a cofferdam and raised grave doubt as to the validity of his bond for \$123,000. His bondsmen were not made parties to the change of site, and it is held that this oversight on the part of the Department releases the bondsmen. It is expected that this question will be raised should Mr. Gillies fail to complete the work, and the bondsmen the most responsible has for his counsel an

ex-Secretary of the Navy. The present condition of the work is unsatisfactory from every point of view. The progress made in the past 19 months does not exceed 20 per cent. At that rate the dock would be finished in six years and four months, or in November, 1900. This calculation takes no account of 42 feet of quicksand which it cost the J. E. Simpson Dry Dock Company \$200,000 to discover underlaid the site of the dock built in 1887, 150 ft. distant from the Gillies dock. Mr. Gillies claims to have sunk three shafts to a level of 48 feet and found no quicksand, but no one connected with the work in an official capacity knows anything of these shafts, and it is not believed that they were ever sunk. The Simpson company received \$565,000 for a 500-foot dock with 25 feet 6 inches of water over the gate sill at mean high tide and lost \$200,000 by the job. Mr. Gillies has set himself the task of building a dock 170 feet longer and 30 inches deeper for \$300,000 less than it cost the Simpson company for the smaller dock. For the earth so far excavated by Mr. Gillies he has received the very profitable price of 60 cents per cubic yard and has drawn closely up to the amount of money so far earned. Should the quicksand, which all instructed persons, except Mr. Gillies, believe to underlie the dock site be developed, the contractor is in an excellent position to abandon the work and laugh at the Bureau of Yards and Docks, while the attorneys for the Department are foiled by the astute lawyers of the bondsmen.

So far about \$120,000 have been paid to Mr. Gillies, the difference between which and the amount the succeeding contractor may consent to allow for the digging now done may be charged to profit and loss, for if the views here stated as to the responsibility of the bondsmen are correct, it cannot be collected of them. It is generally believed that Commander Harrington, after fully investigating the work of Mr. Gillies in May last, reports to the Department that the progress of the work was wholly unsatisfactory and that from present indications the work will not be finished within four years. The Secretary of the Navy in May of this year wrote to Mr. Gillies a letter based upon Commander Harrington's report regarding all of the rights of the United States to annul his contract at a future date, but allowing him to go on squandering precious time upon his naked promises to make greater haste in building the dock.

Of all persons concerned in the work of building the dry dock in the Brooklyn yard, Mr. Gillies alone says that it can be finished within a reasonable time. By the first of May, 1895, he expects to have a ship in the dock if there is no snow between now and that day. If there should be snow falling next winter he does not know when the dock can be finished. Meantime, should the Indiana need docking she must be taken to Europe or to the dock like an old hulk to rust holes in her bottom while Mr. Gillies continues to pester.

Mr. Edward Freed, one of Gillies' bondsmen, has by his attorney, Gen. B. F. Tracy, sued Gillies in the City Court of Brooklyn to recover \$26,000 of money received by Gillies on account of this contract. According to Section 3,722, Rev. Stat., of the United States, it is unlawful for a partner to join in a bond for the faithful performance of a contract which his own firm has made with the United States. Freed testified that his share of the profits was to be 66 2/3% and 3% interest upon advances.

Of the three dry docks now being constructed that at Port Royal, S. C., is nearest completion. Justin McCarthy, of Washington, D. C., is the contractor. Mr. McCarthy has had a series of mishaps in his work. First, the cofferdam gave way and again a great gale of wind, accompanied by a tidal wave, filled the dock pit with water a second time. Now it is reported that for want of experience in dry dock building, the floor of the Port Royal dock has, by hydrostatic pressure, been raised 2 1/2 inches. Other as serious defects have already developed, and the final acceptance of the work by the Bureau of Yards and Docks is an open question. Mr. McCarthy's previous business was that of a brick and stone mason. The last of the docks under notice is the one now being constructed by Messrs. Byron, Barlow & Co., of Portland, Ore., at Fort Ordard, State of Washington. The work here is also in an unsatisfactory condition, so much so that a commission, consisting of Civil Engineers Asserson, Prindle and Menocal, have been sent there to investigate the methods of construction. The probabilities are that this work will be incomplete long after the contract period expires. This condition of affairs comes as an inheritance to the present head of the Bureau of Yards and Docks.

ANSWERS TO CORRESPONDENTS.

B. E. T. asks at what time do they figure that the Boston, Machias, Castine and Detroit will again be in "fighting trim"? Answer.—Machias and Castine in about a month; Detroit, in two weeks; Boston, four months.

V. E. T. asks how does 1st Sergt. Herman Ley, Co. A, 5th Inf., stand on list of Commissary Sergeants? Answer.—Nineteen.

V. V. asks what Congressional District is Bates County, Mo., in? Answer.—Sixth District. When will there be a vacancy at West Point Military Academy for that district? Answer.—1896.

J. O.—There is certainly no law as yet, nor do we anticipate any, under which the recruiting depots at Jefferson Barracks, Davids Island and Columbus Barracks will be abolished entirely.

C. H.—There is nothing definite so far as to when Fort Ethan Allen, near Burlington, Vt., will be garrisoned. Probably next year.

INQUIRER asks who have been appointed alternates for W. P. Patten, C. A. Romeyn and S. Heintzelman, recently appointed to the Military Academy. Answer.—No alternates have been appointed.

A. T. E. asks: In a regiment of two or three battalions, if a captain is in a second or third battalion, and if this captain should become senior, would he go to first battalion, or remain in original battalion? Answer.—The commanding officer designates the officers who shall go to different battalions, and they remain there until other orders are issued.

T. W. C. asks who is the representative at West Point from the 1st Congressional District of Texas? Answer.—W. T. Valentine. Information is only furnished for the particular district in which the applicant resides.

THE ARMY.

GROVER CLEVELAND, President and Commander-in-Chief of the Army and Navy.

DANIEL S. LAMONT, Secretary of War.

JOSEPH B. DOE, Assistant Secretary of War.

G. O. 24, July 10, H. Q. A.
1.—By direction of the Secretary of War, the appointments in the Army of the United States and the assignments to corps and regiments, to date from June 12, 1894, of the following-named cadets, graduates of the Military Academy, are announced:

Corps of Engineers.—To be additional second lieutenants, (1) Cadet William B. Ladue, (2) Cadet William J. Barden.

Artillery Arm.—To be 2d lieutenants.—1st Regiment, (5) Cadet Jas. M. Williams, vice Straub, promoted (Battery B); 2d Regiment, (9) Cadet Clarence E. Lang, vice Schumann, promoted, (Bat. B); 3d Regiment, (7) Cadet Edward D. O'Hern, vice Ruggles, appointed 1st lieutenant in the Ordnance Department (Bat. B); 4th Regiment, (4) Cadet Clarence C. Williams, vice Hunter, promoted (Bat. L); 5th Regiment, (3) Cadet Wm. P. Pence, vice Miley, promoted (Bat. H); (6) Cadet John W. Joyes, vice Gullup, promoted (Bat. G). To be additional second lieutenant, (11) Cadet Warren H. Mitchell, to the 2d Art.

Cavalry Arm.—To be second lieutenants.—2d Regiment, (15) Cadet William H. Paine, vice Locher, promoted (Troop B); 4th Regiment, (14) Cadet Dwight E. Aultman, vice Slavens, promoted (Troop M); (19) Cadet John C. Gilmore, Jr., vice McClure, promoted (Troop C); 5th Regiment, (12) Cadet Francis Lej. Parker, vice Blunt, promoted (Troop E); (16) Cadet Alston Hamilton, vice Elliott, promoted (Troop L); (18) Cadet John W. Craig, vice Jenkins, promoted (Troop K); 6th Regiment, (8) Cadet Samuel Hof, vice Daniel, deceased (Troop I); 9th Regiment, (13) Cadet Geo. F. Hamilton, vice Alexander, deceased (Troop L). To be additional second lieutenants—(22) Cadet Hugh D. Berkeley, to the 1st Cav.; (23) Cadet Albert E. Saxon, to the 8th Cav.; (24) Cadet Hamilton S. Hawkins, to the 4th Cav.

Infantry Arm.—To be second lieutenants.—1st Regiment, (39) Cadet Dana W. Kilburn, vice Holley, promoted (Co. I); (43) Cadet Charles L. Bent, vice Roach, retired from active service (Co. K); 2d Regiment, (31) Cadet John C. McArthur, vice Whitman, transferred to 1st Cav. (Co. K); (48) Cadet Briant H. Wells, vice Wilkins, promoted (Co. I); 4th Regiment, (62) Cadet Thos. G. Carson, vice French, promoted (Co. E); (50) Cadet Ralph R. Stogsdall, vice Hall, promoted (Co. K); 5th Regiment, (41) Cadet Thomas W. Connell, vice Passette, resigned (Co. A); 6th Regiment, (63) Cadet Frank D. Ely, vice Shattuck, promoted (Co. B); 7th Regiment, (38) Cadet Otho E. Rosenbaum, vice Horney, appointed 1st lieutenant in Ordnance Department (Co. E); 8th Regiment, (35) Cadet Edwin Bell, vice Jones, promoted (Co. D); (44) Cadet Wm. E. Welsh, vice Owen, promoted (Co. D); 9th Regiment, (49) Cadet John W. Barker, vice Elliot, promoted (Co. C); (52) Cadet Hugh D. Wile, vice Moriarty, retired from active service (Co. K); 10th Regiment, (27) Cadet Chas. F. Crain, vice Fox, dropped for desertion (Co. F); (28) Cadet George Vidorin, vice Harrison, deceased (Co. D); 11th Regiment, (25) Cadet Butler Ames, vice Lewis, promoted (Co. I); (40) Cadet Oliver Edwards, Jr., vice Johnson, promoted (Co. B); (42) Cadet John S. Battle, vice Gurovits, promoted (Co. D); (47) Cadet Frank L. Wells, vice Weigel, promoted (Co. A); 12th Regiment, (28) Cadet Frank S. Cochen, vice Gordon, promoted (Co. I); (61) Cadet James P. Harbison, vice Godfrey, promoted (Co. K); 13th Regiment, (17) Cadet Paul B. Malone, vice Penn, promoted (Co. E); (34) Cadet William A. Sater, vice Koops, promoted (Co. K); 14th Regiment, (29) Cadet Ora E. Hunt, vice Martin, promoted (Co. F); 15th Regiment, (30) Cadet Frank Parker, vice Maxwell, promoted (Co. K); 16th Regiment, (10) Cadet Charles W. Castle, vice Hart, transferred to the 17th Inf. (Co. K); (20) Cadet Rogers F. Gardner, vice Hackney, promoted (Co. D); (21) Cadet John F. Preston, Jr., vice Gregg, promoted (Co. I); 18th Regiment, (53) Cadet Pegram Whitworth, vice Martin, promoted (Co. C); 19th Regiment, (26) Cadet Frederick G. Lawton, vice Hanson, promoted (Co. H); 20th Regiment, (37) Cadet George H. Estes, Jr., vice Humphrey, promoted (Co. C); 22d Regiment, (46) Cadet Charles C. Smith, vice Swaine, resigned, (Co. G); 25th Regiment, (54) Cadet James A. Moss, vice Voorhies, transferred to the 4th Cav. (Co. K).

II.—The officers above named will report in person at their proper stations on the 30th of September next. The travel enjoined is necessary for the public service.

III.—The officers named in this order, will, immediately upon its receipt by them, report by letter to the commanding officers of their respective corps or regiments, who will assign to batteries, troops, and companies those who have not been so assigned herein. The reports to the commanding officers should, in the absence of information as to their stations, be forwarded, under cover, to the Adjutant-General of the Army.

IV.—Those who have been attached as additional 2d lieutenants will be assigned, in order of seniority, to vacancies as they occur in the arm of the service to which they have been attached.

By command of Major-General Schofield:

GEO. D. RUGGLES, Adjutant-General.

Circular 3, July 13, Dept. of Dak.
The attention of officers composing general courts martial in this department is called to the instructions contained in General Orders No. 91, series of 1881, Headquarters of the Army, relative to cases of men on trial for desertion, the requirements of which will be strictly complied with; a neglect to do so having resulted in many instances during the past few months of causing the men tried to escape deserved punishment.

By command of Brigadier-General Merritt:

M. V. SHERIDAN, Asst. Adj.-Gen.

G. O. 7, July 12, Dept. of Mo., announces that the annual Department Rifle Drill Competition will take place on the Department Rifle Range, Fort Sheridan, Ill., at the same time and in conjunction with the Department Cavalry Competition, beginning Aug. 13, preceded by the usual preliminary practice, and will be conducted by Capt Frank D. Baldwin, 5th Inf., Inspector of Small Arms Practice, Dept. of Mo.

The competitors will be sent by post commanders to Fort Sheridan, Ill., together with all enlisted men of the class of "Distinguished Marksmen," in time to arrive on Aug. 6.

The commanding officer Fort Sheridan, Ill., will cause the camp to be put in readiness for the suitable and comfortable quartering of both officers and enlisted men, including bunks and mattresses, also messing facilities for the same in camp during the competitions. In view of the fact that the Army Competition will follow immediately after the closing of the Department Competitions, all officers or enlisted competition taking part in the latter will be retained on duty at the range until after the closing of the Army Competition.

By command of Major-General Miles:

J. P. MARTIN, Asst. Adj.-Gen.

ARMY AND NAVY JOURNAL

G. O. 12, Dept. of Cal., June 30, 1894, directs officers commanding cavalry troops in this Department to select, under paragraph 600, Small Arms Firing Regulations, a suitable soldier from each troop as competitor.

Post commanders will send the men so selected, and such "Distinguished Marksmen" as are eligible, and who desire to compete for places on the Army Cavalry Team, to report to the commanding officer at Bellevue Rifle Range, Nebraska, on Aug. 6 next. The attention of post commanders is called to the requirements of paragraph 597, Firing Regulations for Small Arms.

By command of Brigadier-General Ruger:

O. D. GREENE, Asst. Adj.-Gen.

CORPS AND STAFF DEPARTMENTS.

Adjutant-General's Department.

Lieut.-Col. Merritt Barber, Asst. Adj.-Gen., is announced as Assistant Adjutant-General, Dept. of Platte (G. O. 11, July 16, D. P.).

Leave for one month, with permission to apply for an extension of one month, is granted Col. Samuel Barden, Asst. Adj.-Gen. (S. O. 150, July 14, D. East).

Quartermasters and Subsistence Departments.

Commissary-Sergt. Willis E. Morgan is granted a furlough for four months, with permission to leave the United States, and to commence after Aug. 1, 1894 (S. O. July 16, H. Q. A.).

Medical Department.

The leave granted 1st Lieut. Frank T. Meriwether, Asst. Surg., is extended two months on surgeon's cert. (S. O. July 16, H. Q. A.).

Capt. Louis A. LaGarde, Asst. Surg., will proceed to Trinidad, Colo., for temporary duty with troops there (S. O. 37, July 2, D. C.).

Capt. James D. Glennan, Asst. Surg., will report for duty to Col. R. E. A. Crofton, 15th Inf., Lake Front Camp, Chicago (S. O. 70, July 12, D. Mo.).

Acting Hospital Steward Wade H. Ozburn, now on duty at Washington Bks., D. C., will proceed to Fort Myer, Va., for duty with the troops while in camp (S. O. July 14, H. Q. A.).

Hospital Steward Frank Wagner, Hospital Corps, will be relieved from duty at St. Francis Barracks, Fla., and proceed to Fort McHenry, Md. (S. O. July 14, H. Q. A.).

The unexpired portion of furlough granted to Hospital Steward Daniel B. Miller, Hospital Corps, in Orders of April 25, and so much of the paragraph as directs his discharge, are revoked. Hospital Steward Miller, now at Pittsburgh, N. Y., will proceed to St. Francis Bks., Fla., for duty (S. O. July 14, H. Q. A.).

Capt. Jas. D. Glennan, Asst. Surg., now on leave of absence, will report without delay to the Commanding General, Dept. of Mo., for temporary duty.

Leave for two months is granted Capt. Richard W. Johnson, Asst. Surg. (S. O. July 17, H. Q. A.).

Pay Department.

Maj. J. W. Wham, Paymr., will proceed to Portland, Ore., and return, on public business (S. O. 109, July 9, D. C.).

Maj. J. W. Wham, Paymr., will proceed to Portland, Ore., on public business (S. O. 107, July 6, D. C.).

Engineer and Ordnance Departments.

The following named officers of the Corps of Engineers will report, on the expiration of their graduating leaves, to the C. O. at Willets Point, N. Y., for duty with the Battalion of Engineers and at the U. S. Engineer School; Additional 2d Lieut. Wm. B. Ladue; Additional 2d Lieut. Wm. J. Barden (S. O. July 16, H. Q. A.).

Signal Corps.

First-class Serg. Edward McGovern, Signal Corps, will proceed to Chicago, Ill., and report to Capt. James Allen, Signal Corps, Headquarters Dept. of Mo., for temporary duty (S. O. 150, July 14, D. E.).

Chaplains.

The extension of leave granted Post Chaplain Henry H. Hall is further extended two months on account of sickness (S. O. July 14, H. Q. A.).

CAVALRY REGIMENTS.

1st Cavalry—Col. Abraham K. Arnold.

In Troop D, 1st Cav., Trumpeter Louis D. Cox is appointed Corporal (Order 28, July 2, 1st Cav.).

In Troop E, 1st Cav., Lance Corporal James C. Brower is appointed Corporal (Order 29, July 11, 1st Cav.).

The following promotion and appointment are made in Troop I, 1st Cav.: Promoted Sergeant, Corp. John O'Brien; appointed Corporal, Lance Corp. Edwin L. Faringby (Orders 27, June 27, 1st Cav.).

Lieut.-Col. John M. Bacon, 1st Cav., Inspector-General, Department of Columbia, will proceed to Tacoma and Seattle, Wash., on public business (S. O. 110, July 10, D. C.).

3d Cavalry—Col. Anson Mills.

Serg. Louis P. Conway, Troop C, 3d Cav., tried for drunkenness, etc., at Fort Riley, has been acquitted.

4th Cavalry—Col. Charles E. Compton.

Troop E, 4th Cav., Capt. Fred Wheeler, will proceed to Tacoma, Wash., at 8 a. m., July 10, and upon arrival at Tacoma, Captain Wheeler will report to Col. T. M. Anderson, commanding U. S. troops at that place (S. O. 109, July 9, D. C.).

Capt. Alexander Rodgers, 4th Cav., will proceed to Gettysburg, Pa., and attend the division encampment of the National Guard of Pennsylvania, at that place, from Aug. 9 to Aug. 19, 1894 (S. O. July 17, H. Q. A.).

5th Cavalry—Col. James F. Wade.

Leave for one month and ten days, to take effect on or about Aug. 1, 1894, is granted 2d Lieut. Samuel G. Jones, Jr., 5th Cav. (S. O. July 16, H. Q. A.).

2d Lieut. Louis C. Scherer, 5th Cav., on leave July 3 was ordered on that date to report for duty to the C. O., Camp Lake Front, Chicago, Ill. (S. O. 70, July 12, D. M.).

Leave for three months and ten days is granted 1st Lieut. John T. Haines, 5th Cav. (S. O. July 17, H. Q. A.).

6th Cavalry—Col. David S. Gordon.

2d Lieut. Geo. McK. Williamson, 6th Cav., now in Chicago, on leave, during vacation time of the Pennsylvania Military College, Chester, Pa., where he is on duty, will report to Col. Robt. E. A. Crofton, 15th Inf., Camp Lake Front, Chicago (S. O. 69, July 10, D. M.).

7th Cavalry—Col. James W. Forsyth.

Leave for one month, to take effect about July 17, 1894, is granted 2d Lieut. Wm. G. Flitz-Gerald, 7th Cav. (S. O. 69, July 10, D. M.).

2d Lieut. John O'Shea, 7th Cav., now in Chicago, on leave, will report for duty to the C. O., Camp Lake Front (S. O. 69, July 10, D. M.).

5th Cavalry—Col. Caleb H. Carlton.

Leave for ten days is granted 1st Lieut. Chas. C. Walcutt, Jr., 8th Cav. (S. O. July 17, H. Q. A.).

ARTILLERY REGIMENTS.

1st Artillery—Col. Loomis L. Langdon.

Leave for fifteen days is granted Capt. Henry W. Hubbell, 1st Art. (S. O. 149, July 13, D. E.).

Leave for one month, with permission to apply for an extension of one month, is granted 1st Lieut. Geo. W. Van Deusen, 1st Art. (S. O. 149, July 13, D. E.).

3d Artillery—Col. La Rett L. Livingston.

Leave for one month, to take effect about Aug. 6, is granted 1st Lieut. David J. Rumbough, 3d Art. (S. O. 149, July 14, D. E.).

Leave for one month, to commence about July 30, is granted 2d Lieut. Wm. S. McNair, 3d Art. (S. O. 149, July 13, D. E.).

Serg. A. J. Gaughan, Bat. K, 3d Art., is detailed on extra duty as overseer in Q. M. D. (Order 70, Key West Bks., July 10).

4th Artillery—Col. Henry W. Closson.

Leave for one month is granted 1st Lieut. A. S. Cummings, Adjutant, 4th Art. (S. O. 151, July 16, D. E.).

Serg. Charles Bell, Bat. D, 4th Art., is detailed on extra duty at Fort McHenry as overseer of laborers (Orders 68, July 11, Fort McHenry).

5th Artillery—Col. William M. Graham.

2d Lieut. Geo. G. Gatley, 5th Art., is attached to Light Bat. D, of that regiment, for duty (S. O. 68, June 28, D. C.).

Capt. David H. Kinzie, 5th Art., is detailed to examine artillery horses to be delivered under contract of Robert A. Dean, at the Presidio of San Francisco (S. O. 68, June 28, D. C.).

INFANTRY REGIMENTS.

5th Infantry—Col. Nathan W. Osborne.

Leave for three months, to take effect about Aug. 1, 1894, is granted 2d Lieut. Robert W. Rose, Fifth Inf. (S. O. July 18, H. Q. A.).

9th Infantry—Col. Charles G. Bartlett.

1st Lieut. Carl Reochmann, 9th Inf., now in Chicago, will report to the C. O., Camp Lake Front, for duty with the 9th Inf. (S. O. 69, July 10, D. M.).

12th Infantry—Col. Edwin F. Townsend.

In Co. A, 12th Inf., the following appointments are made: Private Wm. Moore, to be Corporal, vice DeLaney, reduced; Private John Egan, to be Corporal, vice Jameson, promoted (Order 26, July 14, 12th Inf.).

14th Infantry—Col. Thomas M. Anderson.

The C. O., Post of Vancouver Bks., Wash., will proceed at 1 o'clock a. m., July 8, with Cos. A, B, D and E, 14th Inf., Maj. J. W. French, 14th Inf., Capt. W. H. Arthur, Asst. Surg., as medical officer, one acting hospital steward and one private of the Hospital Corps, by boat to Kalama and thence by rail to Tacoma, Wash. (S. O. 108, July 7, D. C.).

Capt. Daniel W. Burke, 14th Inf., having completed the duties assigned him in connection with the encampment of the Washington National Guard at Olympia, Wash., will return to his station at Vancouver Barracks, Wash. (S. O. 110, July 10, D. C.).

17th Infantry—Col. John S. Poland.

Two corporals of the 17th Infantry have fallen from grace and suffered reductions, forfeiture of pay, etc. Walter S. Hoskins, of Co. G, for false marking at target practice, and Joseph F. Smith, Co. H, for being so drunk at target practice that he couldn't mark properly, and in point of fact recorded "the values of shots under the wrong name."

18th Infantry—Col. Henry M. Lazelle.

First Lieut. F. M. M. Beall, 18th Inf., is appointed regimental Adjutant (Order 34, July 11, 18th Inf.).

19th Infantry—Col. Simon Snyder.

1st Lieut. Benjamin M. Purcell, 19th Inf., at Fort Brady, Mich.; 2d Lieut. Henry G. Leonard, 19th Inf., will proceed to Chicago, for duty with Co. F, 19th Inf. (S. O. 69, July 10, D. M.).

1st Lieut. Benjamin M. Purcell, 19th Inf., now with his company in Chicago, will proceed to Fort Brady, Mich. (S. O. 69, July 10, D. M.).

The following transfers in the 19th Inf. are ordered: 1st Lieut. Frank McIntyre, from Co. H to E; 1st Lieut. Thomas G. Hanson from Co. E to H. (S. O. July 18, H. Q. A.).

20th Infantry—Col. William H. Penrose.

Capt. Herbert S. Foster, 20th Inf., Fort Buford, N. Dak., is detailed to inspect the delivery of stock and witness the issues of annuities at the Fort Peck Indian Agency, Mont. (S. O. 95, July 9, D. M.).

1st Lieut. Edward M. Lewis, 20th Inf., now in Chicago, on leave during vacation time of the De Pauw University, Greencastle, Ind., where he is on duty, will report for duty to Col. R. E. A. Crofton, 15th Inf., Lake Front Camp (S. O. 69, July 10, D. M.).

Second Lieut. Walter L. Taylor, 20th Inf., now at Birmingham, Ala., will report in person to the Governor of Alabama for temporary duty with the Alabama State troops. (S. O. July 18, H. Q. A.).

21st Infantry—Col. Horace Jewett.

Co. B, 21st Inf., will proceed to Fort Niagara, July 16, for annual target practice (Orders 52, Fort Porter, July 13).

The following promotion and appointment are made in Co. D, 21st Inf.: To be Sergeant, Corporal Frederick Phillips, vice Edwards, reduced; to be Corporal, Lance Corporal Patrick Tuthill, vice Phillips, promoted (S. O. 20, July 16, 21st Inf.).

22d Infantry—Col. Peter T. Swaine.

Upon his own application Corporal Roy N. Stanford, Co. F, 22d Inf., is reduced to the grade of private. Corporal Michael Maher, Co. F, is appointed Corporal (Order 31, July 6, 22d Inf.).

Courts Martial.

The following courts have been ordered:

At Fort Snelling, Minn., July 13, 1894. Detail—Maj. John H. Patterson, 3d Inf.; Capt. John W. Hannay, 3d Inf.; Capt. Fayette W. Roe, 3d Inf.; Capt. Arthur Williams, 3d Inf.; 1st Lieut. William E. French, 3d Inf.; 1st Lieut. Frank B. McCoy, 3d Inf.; 1st Lieut. Omar Bundy, 3d Inf.; 1st Lieut. Charles G. Dwyer, 3d Inf.; 2d Lieut. Paul A. Wolf, 3d Inf.; 2d Lieut. Jas. T. Moore, 3d Inf.; 2d Lieut. Arthur M. Edwards, 3d Inf.; 2d Lieut. Hamilton A. Smith, 3d Inf.; 1st Lieut. Frank P. Avery, 3d Inf. J. A. (S. O. 96, July 11, D. D.)

Appointments, promotions, vacations, assignments, retirements, transfers, casualties, &c., recorded in the Adjutant General's Office during the week ending Saturday, July 14, 1894.

APPOINTMENTS AND ASSIGNMENTS

For the appointments and assignments of the graduates of the Military Academy, class of 1894, see General Orders, No. 24, H. Q. A., July 10, 1894.

APPOINTMENTS.

Ordnance Department.

2d Lieut. George Montgomery, 2d Art., to be 1st Lieutenant, June 19, 1894, to fill the vacancy created by the death of Maj. Clifton Conly.

2d Lieut. Tracy C. Dixon, 2d Art., to be 1st Lieutenant, June 19, 1894, to fill the vacancy created by the death of Captain Charles C. Morrison.

PROMOTIONS.

Ordnance Department.

(In accordance with section 1207, Revised Statutes, they having served 14 years continuously as Lieutenant.)

1st Lieut. Sidney E. Stuart to be Captain, June 12, 1894.

1st Lieut. J. Walker Benet to be Captain, June 12, 1894.

1st Lieut. Wm. W. Gibson to be Captain, June 12, 1894.

CASUALTIES.

Col. James B. Fry (retired) died July 11, 1894, at Newport, R. I.

1st Lieut. Marcus Maxwell, 2d Inf., dismissed July 3, 1894.

1st Lieut. Hampden S. Cottell (retired) died July 6, 1894, at Government Hospital for the Insane, Washington, D. C.

2d Lieut. Robert G. Procter (retired) died May 10, 1894, at Auburn, Ky.

GEO. D. RUGGLES, Adjutant-General.

Note.—No list was issued for week ending July 7, 1894.

ARTILLERY SCHOOL.

The following transfers to and from the instruction batteries at the Artillery School, Fort Monroe, Va., and to and from light batteries, and details of lieutenants for instruction at the school and with light batteries, are ordered, to take effect Sept. 1 and Oct. 1, 1894, respectively, under the provisions of pars. 376 (General Orders, No. 44, June 27, 1892, from this office) and 355 of the Regulations:

1st Artillery.—1st Lieut. T. Bentley Mott from Light Bat. K to Bat. F; 1st Lieut. Harry L. Hawthorne from Bat. F to Bat. A; 1st Lieut. Joseph S. Oyster from Bat. A to Light Bat. K; 2d Lieut. Frank W. Cox from Bat. A to Bat. F; vice 2d Lieut. Eugene T. Wilson from Bat. F to Bat. A; 2d Lieuts. Sawyer Blanchard and William Chamberlain are detailed for instruction at the school; 2d Lieut. William Lassiter will be relieved from duty at the school and will join his proper battery.

2d Artillery.—1st Lieut. Isaac N. Lewis from Bat. K to Bat. I; vice 1st Lieut. Cornelius DeW. Willcox from Bat. I to Bat. K; 1st Lieut. Charles F. Parker from Bat. B to Bat. I; vice 1st Lieut. Ernest Hinds from Bat. I to Bat. B; Lieutenant Parker will be relieved from duty with the 1st Art., at such time as will enable him to join at the proper date the battery to which he is transferred; 2d Lieut. Maurice G. Krayenbuhl from Light Bat. F to Bat. I; vice 2d Lieut. Moses G. Zajinski from Bat. I to Light Bat. F; 1st Lieut. Edward E. Gayle from Light Bat. F to Bat. E; 1st Lieut. Edwin S. Curtis from Bat. E to Light Bat. A; 1st Lieut. Herman C. Schuman from Light Bat. A to Light Bat. F; 2d Lieut. George Blakely is detailed for instruction at the school; 2d Lieuts. Clint C. Hearn and Daniel W. Ketcham will be relieved from duty at the school and will join their proper batteries.

3d Artillery.—1st Lieut. Elmer W. Hubbard from Bat. L to Bat. B; vice 1st Lieut. Charles C. Galup from Bat. B to Bat. L; 1st Lieut. Geo. O. Squier from Bat. D to Bat. M; vice 1st Lieut. John R. Williams from Bat. M to Bat. D; 2d Lieut. Jay E. Hoffer from Bat. D to Bat. M; vice 2d Lieut. George L. Irwin from Bat. A to Light Bat. C; vice 2d Lieut. Peyton C. March from Light Bat. C to Bat. A; 2d Lieut. William S. McNamee is detailed for instruction at the school. The following named officers will be relieved from duty at the school: 1st Lieut. Charles T. Menoyer, 2d Lieut. Archibald Campbell, 2d Lieut. John P. Hains. Lieuts. Menoyer and Hains will join their proper batteries. Lieut. Campbell will report to the commanding officer, Fort Barrancas, Fla., for duty with Bat. G, 3d Art., as attached thereto.

4th Artillery.—1st Lieut. Alfred M. Hunter from Bat. L to Bat. H, vice 1st Lieut. Alexander B. Dyer, from Bat. H to Bat. L; 2d Lieut. John T. Martin from Light Bat. B to Bat. H, vice 2d Lieut. Thomas B. Lamoreaux, from Bat. H to Light Bat. B; 2d Lieut. Andrew Hero, Jr., from Bat. A to Bat. E; 2d Lieut. David M. King from Bat. K to A; 2d Lieut. Samuel A. Kephart is detailed for instruction at the school; 2d Lieut. Morris K. Carroll will be relieved from duty at the school, and will report for duty with Light Bat. F, as attached thereto; 1st Lieut. John C. W. Brooks from Bat. M to Light Bat. B; 1st Lieut. Harry R. Anderson from Light Bat. B to Bat. I; 1st Lieut. Wirt Robinson from Bat. I to Bat. M; 1st Lieut. William Everett will be relieved from duty with Light Bat. F, and will report for duty with Bat. D, as attached thereto; 1st Lieut. James L. Wilson will be relieved from duty with Bat. D, and will report for duty with Bat. L, as attached thereto.

5th Artillery.—1st Lieut. William R. Hamilton will be relieved from duty at the school and will join his proper battery. The following-named officers are detailed for instruction at the school: 1st Lieut. Harvey C. Carbaugh, 2d Lieut. Sidney S. Jordan, 2d Lieut. Delamere Skerrett, 2d Lieut. Edward F. McGlaughlin, Jr., 2d Lieut. William C. Davis will be relieved from his present duties and will join his proper battery (G) for instruction at the school. 1st Lieut. Edward T. Brown will be relieved from duty with Light Bat. D, and will report for duty with Bat. M, as attached thereto. 1st Lieut. John D. Miley will be relieved from duty with Light Bat. F, and will report for duty with Bat. A, as attached thereto. 2d Lieut. Louis R. Burgess will be relieved from duty with Light Bat. A, and will report for duty with Light Bat. F, as attached thereto.

The officers of the new detail for the Artillery School will report for duty at Fort Monroe, Va., Sept. 1894. Those transferred or relieved from duty with batteries serving at that station, who are not attached service or under orders for such service, will join their new batteries or those to which they are assigned within thirty days over and above the time necessary to reach them in the ordinary course, except the officers transferred or assigned to light batteries. Such officers, except 1st Lieut. Edwin S. Curtis, 2d Art., will report for duty with the light batteries on Oct. 1, 1894, when those relieved will proceed to join the batteries to which they are transferred or assigned (S. O. July 18, H. Q. A.)

1st Lieut. Geo. Montgomery, Ord. Dept., U. S. A., was on July 14, relieved from duty with Battery E, 4th Art.

Drills at the 8-in., M. L. R., and 15-inch S. B. preliminary to target firing, were commenced by the first battalion on Tuesday, July 17, Capt. John L. Tiermon, 3d Art., commanding, and are ordered to continue until each battery shall have had at least two drills at each class of guns. These drills will be followed by firing at the target the prescribed number of rounds, one or two batteries firing at a time, as may be found expedient; other necessary details will be made by the battalion commander from the batteries not firing. These duties will be attended by all officers and

men belonging to the batteries, except those on guard and such men on extra and special duty as cannot be spared from their duties.

The guard and provost sergeant will stop and turn back to the quarters all enlisted men in civilian dress except such as are just departing from or returning to the post when their passes specially authorize such dress (G. O. 29, A. S., July 5.)

INTRENCHING TOOLS.—Commanders of infantry regiments are considering questions concerning intrenching tools in connection with the new rifle (Krag-Jorgenson), and will shortly make reports on the subject to the Headquarters of the Army.

CADETS OF 1895.

The addresses of the young gentlemen who have received appointments to the Military Academy for next year are as follows:

Hugh A. Roberts, Savannah, Ga.

Chas. W. C. Deering, Chicago; Wilson B. Burtt, Hinsdale; Jesse W. Johnson, Sterling; Guy Dowdall (Alt.), Morristown, Ill.

Walter F. Huthsteiner, Tell City; Chas. D. Herron, Crawfordsville; Patrick F. Free (Alt.), Terre Haute, Ind.

Geo. L. Simonds, Cresco, Burt Bean (Alt.), Cresco; Horton W. Stickle, Anamosa; Winfred A. Blackman (Alt.), Ia.

Albert G. Bittman, Louisville; James E. Boyle (Alt.), Boyle, Kan.

Charles Cohn, Louisville; Charles Bowser (Alt.), Anchorage Clifton C. Carter, Avon; Samuel A. Bullard (Alt.), Lexington, Ky.

A. Lyon, Shreveport, La.

Thomas M. Hunter, Baltimore; R. K. Bunwicks (Alt.), Baltimore, Md.

Michael J. McDonough, 32 P street, So. Boston; Chas. L. Hammond (Alt.), Atlantic, Mass.

Leon B. Kromer, Grand Rapids; Richard L. Taylor (Alt.), Ionia; Julius C. Clippet, Springwells; Walter G. Amos (Alt.), Detroit; J. Leslie Rowley, Port Huron; Wm. M. Cooley (Alt.), Romeo; Thos. H. Jackson, Muskegon; Edwin F. Woodruff (Alt.), Ludington, Mich.

Leon Eunery, Smithfield; Ross Cornwell (Alt.), Wimona; Hechler, E. Bradley, Louisville; Clyfford G. Game, Moorhead; Karl L. Kandson (Alt.), Audubon, Minn.

H. C. Fendren, Double Springs; E. G. Peyton (Alt.), Columbus; Ira C. Weilborn, Ellsworth; Jas. C. Le Blanc (Alt.), Chotawa, Miss.

Roland C. Sheldon, Camden; Frank McGaillard (Alt.), Bridgeton; Fred. V. Watson, Paterson; Thos F. Giblin (Alt.), Paterson; Fred. W. Van Duyne, Newark; Carl H. H. Fischer (Alt.), Newark, N. J.

Joseph Wohlberg, 39 Ave. B, N. Y. city; Howard L. Campion (Alt.), 99 Ave. D, N. Y. city; Dow R. Shoemaker, Richfield Springs; Rutherford W. Moore (Alt.), Schenectady; William T. Merry, Ilion; C. H. Wilson (Alt.), New York Mills, N. Y.

Samuel T. Ansell, Currich, C. H.; Henry P. Hardding (Alt.), Greenville, N. C.

Lawrence Halstead, Cincinnati; Harlan Bailey (Alt.), 114 John street, Cincinnati; Russel L. Armstrong, Cincinna; Reginald E. McNally, Springfield; Edwin B. Evans (Alt.), Troy; Harry S. Commerger, Toledo, Ohio.

Ralph M. Seay, Kingfisher; John J. McCartney (Alt.), Kingfisher, Okla.

Roscoe Evans, Alleghany City; Clifford G. Dunne (Alt.), Alleghany City; Geo. E. Mills, Waltersburg; Carl E. Gibson (Alt.), Baldwins; D. J. Green, Mt. Alto; Alfred Wilson (Alt.), Franklin, Pa.

Jason W. Baker, Deadwood; Chas. E. Kehoe (Alt.), Rapid City, So. Dak.

Wm. M. Jordan, Haymarket; C. J. Rixley, Jr. (Alt.), Culpeper C. H., Va.

Roy C. Chamberlain, Darlington; Volney D. Atwood (Alt.), Janesville; Edwin Sabin, Haywood; Wm. Kelly (Alt.), West Superior, Wis.

Stuart Heintzelman, Washington, D. C.; Wm. T. Patten, care Capt. W. S. Patten, A. O. M., U. S. A.; Chas. A. Romeyn, care Capt. Henry Romeyn, 5th Inf.

TESTS OF MODERN GUNS.

The first part of the programme in relation to the competitive test of machine guns concluded at the Navy Yard on Wednesday last, and on Monday the firing trials of the guns will commence at the Indian Head Proving Grounds. The Journal last week contained accounts of the results of the test of several of the pieces. On Saturday last the board tested the two-barrel Gardner gun, the charges of which contain 23 shots. The piece was fired deliberately and rapidly for action of mechanism; with the exception of one jam in the latter trial, giving satisfactory results. In firing for rapidity the gun made the following record: 92 rounds, 19.2 seconds; 207 rounds, 1 minute 1.6 seconds. In the third discharge there was a jam, and the 200 shots were not fired until 5 minutes 41.5 seconds. One charge was fired with gun clamped in 6.6 seconds; two, in 9.6 seconds, and three in 1 minute and 11 seconds. In this latter trial, however, a jam occurred. With gun unclamped two charges were fired in 9.8 seconds; three, in 2 minutes, and 18 seconds (including time allowed for jam), and five, in 25.4 seconds. One hundred and seventy-three rounds were fired in half a minute with the gun clamped, and 124 rounds with it unclamped.

The second trial of the Gatling took place upon the close of the test of the Gardner. After firing the gun deliberately and rapidly to note action of mechanism, it was fired for rapidity, making 100 rounds in 9.8 seconds; 200 rounds in 28.2 seconds, and 300 rounds in 36.2 seconds. With the gun remaining clamped, one charge (20 rounds) was fired in 2.2 seconds; two charges (40 rounds), 5 seconds; four charges (80 rounds), 8.2 seconds, and five charges (160 rounds), 12.2 seconds. The crank was then shifted to the rear of the gun with the following results: 40 rounds, 4 seconds; 80 rounds, 9 seconds; 100 rounds, 8.4 seconds. In the latter trial the cartridge slips were laid in convenient positions for quick handling.

The next feature of the programme was a repetition of the above test, except that the crank was at the side and the gun unclamped. The following results were obtained: Forty rounds, 3 seconds; 80 rounds, 8.8 seconds, and 100 rounds, 8.6 seconds. The crank was again shifted to the rear and the gun was fired with it unclamped. Forty rounds in 4.4 seconds; 80 rounds, 8 minutes 20 seconds (this includes jam due to head of cartridge pulling off). The barrel head remained in was not fired again, and in the following tests therefore, the tenth cartridge did not explode. One hundred rounds was made in 10.8 seconds. One hundred and seventy-three rounds were fired in just a minute with crank at the side and gun unclamped. In this firing there was one jam. The gun was clamped and the crank shifted to the rear and a record of 152 shots was obtained in the same space of time.

The Robertson gun was the next piece to be tested. Owing to the uncertainty of the ammunition, the inventor declined to fire his gun at its highest speed. The rapid fire resulted as follows: One hundred rounds, 26.8 seconds; 200 rounds, 33.6 seconds, and 300 rounds, 1 minute 44.8 seconds. With the gun clamped, the following record was made: Forty rounds, 15 seconds; 80 rounds, 21.8 seconds, and 100 rounds, 28.8 seconds. With the gun unclamped: Forty rounds, 14.4 seconds; 80 rounds, 25.6 seconds, and 100 rounds, 23.8 seconds. One hundred rounds each was fired in a half minute with the gun clamped and unclamped.

The tests at the Navy Yard concluded with the trial of the Skoda gun. One hundred rounds were fired deliberately and rapidly, after which the following record was made for firing 100, 200, 300, and 25 rounds, viz.: Nineteen seconds and a fraction, 43 seconds and a fraction, 37 seconds and a fraction and 7 seconds and a fraction. The next on the programme was the firing

of charges. Two charges, amounting to 50 rounds, were fired in 11 seconds; three charges (75 rounds), in 14 seconds and a fraction, and four charges (100 rounds) in 24 seconds and a fraction. This was with the gun clamped. The gun was afterward unclamped and two charges fired in 10.2-10 seconds; three charges, in 17.8-18 seconds, and four charges, in 17.6-18 seconds. The gun was then fired continuously for half a minute, clamped, with a result of 197 rounds, and unclamped for half a minute, 143 rounds. To test the effect of a miss-fire, 100 rounds were fired deliberately into the butt, every fifth cartridge being a dummy. The result was satisfactory.

TRIAL OF A 17-INCH ARMOR PLATE.

The ordnance experts are again excited by the failure of the 17-inch Harveyized plate representing the barbette of the battleship Oregon. It was tested at Indian Head July 12. Incidentally the Wheeler-Sterling Co. of Pittsburgh, which furnished the shell that performed this destructive work, are congratulating themselves upon their victory over the Carpenter Steel Co. In the progress of American study and invention we are constantly coming upon something that is better than the best.

For the first acceptance shot, which was fired at 37 inches to the left of No. 1, a Wheeler-Sterling 12-inch shell, lot one, weighing 850 pounds, was employed, the charge being 233 pounds of VY 7 Brown pierced hexagonal powder. The velocity was 1,410 foot-seconds, and the energy 1,720 foot-tons. This shell burrowed 13.6 inches into the plate, and then rebounded whole, 60 feet to the rear. The entire surface of the ogive of the shell appeared to have been fused and bruised off from a depth of a half-inch at the shoulder or bourse to 6 inches at the point.

For the second acceptance shot, which was located 37 inches to the left of No. 1, a Wheeler-Sterling 12-inch shell, lot one, weighing 850 pounds, was employed, with 336 pounds of the same powder used for shot No. 1. This gave an initial velocity of 1,858 foot-seconds, and an energy of 2,370 foot-tons. This was the first Wheeler-Sterling shell, in the manufacture of which every step is a purely American process, that has ever been employed in the ballistic test of an armor plate.

The Carpenter shell produced a bulge 26 inches in diameter and 1.3 inches high, crossed by four radiating and equally spaced cracks, 4 inches long. The metal between the radiating cracks was crossed again by innumerable concentric cracks which seemed to show that the metal lacked life or cohesion. The impact was thus surrounded by a halo of fine cracks 4 inches wide. In the second shot, the Wheeler-Sterling shell bored through the 17-inch plate, through 42 inches of oak backing and 3 feet of oak support, and plunged into the earth but beyond. After penetrating this 15 feet, it glanced upward and out over the hill and through the woods 100 yards beyond. Its ogival and point had been fused and bruised away in the same manner as the first shot, while several spiral cracks on the surface reached halfway down the body. This was unimportant, however, the shot being practically as murderous a missile as ever. The shot hole was surrounded by a bulge similar to that of impact number one, but containing only 27 radial cracks, about 5 to 6 inches long. There was a trifling more of flaking, the indications being that the plate was slightly harder in the vicinity of the second impact. The bulge was 26 inches in diameter and 1.4 inches high.

The plate is described as one of the very best Harveyized plates ever submitted to trial. It may be said that no better Harveyized plate, so far as physical tests and chemical analysis are concerned, was ever submitted to test. In this respect it was believed to have been considerably better than the Bethlehem plates. It was sound, homogeneous, free from flaws, with adamantite face, and a tough ductile back. The percentage of carbon being greater, in the hard face than in the case of any other Harveyized plate, it was believed that the chill had penetrated deeper; indeed, after a portion of the face had flaked away under the first impact, it was found that the metal at a considerable depth, broke down the edge of a tempered cold chisel without showing the slightest mark. The company had made every effort to produce a successful group, especially as the doubts recently cast upon the reliability of thick Harveyized armor by the failure of the Bethlehem plate had placed it upon its mettle, and it was desired to follow the later successful test of the 17-inch plate for the Massachusetts by one equally as good, if not better, for the Oregon. A second Carpenter shell was fired at the plate, the succeeding day, July 13, with the same muzzle velocity as the Wheeler-Sterling shell, but it was much less effective. The shot sunk into the plate and stuck there, its point penetrating barely through the armor. Commodore Sampson is reported as saying that the plate will be rejected, but will be retempered and used for further experiments. He added that, if the Wheeler shot had behaved as did the second Carpenter shell, the plate might have been accepted, although it was, evidently, soft. This shot, which struck only 29 inches from the edge, was so distorted by the impact that it failed to go through and stuck in the armor. An 18-inch Harveyized nickel-steel armor plate made at the Bethlehem works has been sent to the Indian Head proving grounds for ballistic test during the coming week.

(Correspondence of the Army and Navy Journal.)

FORT SCHUYLER, N. Y.

July 10, 1894.

The glorious "Fourth" was a gala day at this post, owing to our commanding officer, Major Woodruff. A subscription was taken up amongst the officers and enlisted men of the command, amounting to about \$45, which was divided into prizes for athletic sports. The fun began at 10 a. m. and continued during the morning and afternoon. The competitors were members of Batteries H and L 2d Artillery. Nearly every resident of the post was on the parade ground to witness the sport. The judges were Major Woodruff, Lieutenants Bridgman, Conklin and Dickson. At the conclusion of the events each officer of the post was given a rousing three cheers. The following is a list of the events and winners:

1st. Three standing jumps.—Dempsey, "L," 34 feet; Sullivan, "H," 33 feet 6 1/2 inches; Maher, "H," 32 feet 4 1/2 inches.

2d. Sack race, 50 yards.—J. Henry, "H"; Walsh, "L"; Creary, "H."

3d. 100-yard dash.—Lynch, "L"; Dempsey, "L"; Sullivan, "H."

4th. Hop, step and jump.—Sullivan, "H," 41 feet 1 1/2 inches; Maher, "H," 41 feet 3 inches; Dempsey, "L," 36 feet 1 inch.

5th. Wheelbarrow race.—Henry, "L"; Cherry, "L"; Pate, "H."

6th. Putting the 16-lb. shot.—Sullivan, "H," 28 feet 6 inches; Lynch, "L," 26 feet 10 inches; Dempsey, "L," 15 feet.

7th. Running broad jump.—Sullivan, "H," 18 feet 7 inches; Maher, "H," 18 feet 1 inch; Dempsey, "L," 15 feet.

8th. Three-legged race, 50 yards.—Bowers and Fianagan, Limmer and Labiner, R. Henry and Cherry.

9th. Putting the 45-lb. shot.—Sullivan, "H," 18 feet 10 inches; Maher, "H," 17 feet 8 inches; Lynch, "L," 14 feet 9 inches.

10th. Tug of war.—Between Battery "H" and Battery "L," 10 men on each side. Won by Battery "L."

11th. Tub race (changed to wheelbarrow race).—Lynch, "L"; J. Henry, "H"; Langdon, "L."

Prizes.—Tug of war, \$5. For all others, three prizes each, first being \$2, second, \$1, and the third, 50 cents each.

HAJILE REKAP.

A LESSON FROM THE CHICAGO.

AN ENGLISH APPEAL FOR AN ANGLO-SAXON CONFEDERACY—AMERICA'S PRESENT GREATNESS AND COMING GLORY—SUPERIORITY OF HER NAVY.

(From the "Fortnightly Review" for July.)

Nelson once saw an American squadron in European waters. Whether it was Capt. Richard Dale's squadron, in 1801, Capt. Richard Valentine Morris's squadron, 1802-'03, or Capt. Edward Preble's squadron, in 1803, I do not know; but it is said that the great chief paid much attention to the vessels, and that his verdict was: "There is in the handling of those transatlantic ships a nucleus of trouble for the navy of Great Britain."

The trouble came in 1812. Great Britain had waged for many years a naval war of unexampled proportions, and by devotion and valor had broken the back of the most vigorous maritime combination that, in all her history, had been arrayed against her. The fleets of France, Spain, the Netherlands, and Denmark had, once or oftener, together or singly, been met and beaten as fleets had never been beaten before, and although hostilities still dragged on, Great Britain was entitled, if ever in her career, to consider herself supreme mistress of the ocean. But from the remote West, where Nelson had detected the premonitory warning, an innocent-looking cloud quickly overspread the horizon, and in a short space grew so black and threatening as to make it appear to many capable observers that the colossal power which had been built up with so much labor, time, and treasure at the cost of the Old World, was destined to be suddenly, and even easily, shattered by the 'prentice lightnings of the New.

From the day of the declaration of war by the United States, in June, 1812, up to June, 1813, the history of the maritime affairs of Great Britain was, so far as American efforts influenced it, one of almost unrelieved disaster. Quotations from the "Times" of the period will serve to show how the gloom deepened. On March 29, 1813, that journal said:

"The public will learn, with sentiments which we shall not presume to anticipate, that a third British frigate has struck to an American. . . . This is an occurrence that calls for serious reflection—this, and the fact, stated in our paper of yesterday, that Lloyd's list contains notices of upwards of five hundred British vessels captured in seven months by the Americans. Five hundred merchantmen and three frigates! Can these statements be true? And can the English people hear them unmoved? Any one who had predicted such a result of an American war this time last year would have been treated as a madman or a traitor. He would have been told, if his opponents had condescended to argue with him, that long ere seven months had elapsed the American flag would have been swept from the seas, the contemptible navy of the United States annihilated, and their maritime arsenals rendered a heap of ruins. Yet down to this moment not a single American frigate has struck her flag."

Why were you thus humiliated and punished? The answer is one which also explains the great majority of British humiliations ashore as well as afloat. You underrated your opponents. In the war of 1775-'83 you had crushed the infant American navy out of existence. From 1793 to 1812 you had been almost continuously engaged in crushing maritime foes who were—I say it not to their discredit but to the credit of the Americans—of second-rate quality in comparison with those new ones whom you had to cope with in 1812-'15. You failed to observe how the United States had progressed in thirty years. I wonder that the brilliant episodes of the Franco-American war of 1798-1801 did not open your eyes, and that others besides Nelson did not take to heart the signs of the times. But you were then, as always, insular, prejudiced, and contemptuous. You were blind to the growth of the world around you.

You are, I think, almost equally blind now. You know hardly anything about the greatest and most populous English-speaking country in the world. Eighty years ago your indifference on the subject of the United States very nearly landed you in maritime confusion. At present, perhaps, it does not actively menace your welfare. The season for warfare between you and the United States is probably over forever, for both parties appear to have made the very admirable discovery that honest arbitration is a more satisfactory solution for international difficulties than an appeal to arms, and both parties are blessed with an inherent sense of respect for the decisions of any properly constituted tribunal. But although your indifference to-day may not threaten you with active evil results, it certainly

does hamper you with passive ones. It renders both you and the United States far less powerful for good than you ought to be. It divides and weakens the expression of the Anglo-Saxon will—the will which ought, I am persuaded, to have upon the world in the future an even greater influence than it has had in the past.

You and your American cousins are, I dare say, very good citizens of your respective countries; but you are inclined, owing to your selfishness, to be very bad citizens of the world, in which, nevertheless, you have vast duties and responsibilities. The United States, with its sixty-five millions of highly civilized English-speaking people, deems it fit at present to stand very much aloof from the affairs of the universe, and deems it safe to do so, because four thousand miles of sea separate the United States from any first-class Power. That policy may, no doubt, be carried on for many years to come, if Americans continue to favor it. But they will not continue to favor it. They are growing so rich and strong and rightly proud of themselves that, in my humble opinion, the day is not far distant when they will think it proper to have a voice in the arrangement of matters outside their own borders—outside even the New World. But you cannot hold aloof even now. For twenty years Europe has been standing to its arms. You may keep out of the conflict when it comes; but if you do keep out of it, it will be either because Fortune decrees that none of your myriad interests are to be trodden upon during the tumult, or because you are selfish or have become cowardly. I mean that so long as you are determined to be guided by accepted principles of honor and duty—and I trust and believe that you will always be guided by them—it does not rest with you whether you will, or will not, be involved in a European war to-morrow. It rests with the course of events. You, then, are to that extent at the mercy of events. The United States only avoids being in the same sense at the mercy of events by submitting to have little or no voice in exterior affairs. Neither position is a dignified one for a great English-speaking Power. The dignified and the beneficent position would be one of controller of events. It would be worthy of Great Britain and the United States, and well for all other countries, if you were able to say to Europe, as it stands now armed to the teeth: "Only by our leave shall you fight; and if you fight, only with our permission shall the victor keep his spoils."

And because the united Anglo-Saxon will might do this and much more, it is sad to see Great Britain and the United States wasting their opportunities and imperilling their mission by trying to cultivate the fiction that they have different objects in life and need not closely associate one with the other. This fiction is not so flourishing as it was. Indeed, it is not flourishing at all now. It is cankered at the roots; it is withering; and it can never revive. Yet it is diligently tended and watered by certain people on both sides of the Atlantic. The most assiduous waterers in America are the people who have never been out of their own country. This is, perhaps, natural. But it does not appear to be natural that among the most assiduous waterers in England are to be found the conductors of a London evening journal, which frequently either misrepresents or sneers at things American in spite of the fact that the proprietor of the journal is an American. (William Waldorf Astor.)

It is in the utilization of sea-power in its various aspects that the two countries may best cooperate and assist one another in the future. If they were to come, as they surely will come, to an understanding to employ their combined naval forces for the preservation of general peace and for the forwarding of the common interests, few countries, no matter how belligerently inclined, would care to defy the alliance, even now; and none would dare to question its will after it had re-arranged its forces in frank recognition of all its responsibilities. It is not merely that the combined navies would be strong. Far more weighty are the considerations that the British Empire and the United States share between them nearly all the work of providing other countries with the food, raw material, and manufactures which those countries cannot provide at home, and of carrying the ocean-borne trade of the world. The interests of your ever-growing commerce require the maintenance, if not of peace, at least of open ports everywhere. Why should not your combined navies declare: "We refuse henceforth to acknowledge the right of any civilized power to close her ports, or the ports of another power, by blockade, or otherwise." Surely that would sound the knell of war!

I should neither advocate nor mention such a project did I not honestly feel that, upon the whole, the world can afford to place its confidence in the integrity and fairness of the Anglo-Saxon race. It is a strong race, a level-headed race, a cool race. It has faults, but perhaps it has fewer faults and less dangerous weaknesses than any other; and already the world is largely in its debt. I do not believe that if that race were all-powerful any other race would be oppressed, for it is the race which first invented liberty and representative institutions. I advo-

cate the idea because, for the sake of peace and disarmament, it seems necessary that some superior Power should be created; and because I can imagine no Power that would, all things considered, be more beneficent and less aggressive than the one indicated.

If it be the mission of the United States to operate to these ends with the country whence the Pilgrim Fathers sailed, the condition of the United States Navy assumes a new importance. Hitherto that navy, at least for three-quarters of a century, has exercised little or no influence, directly or indirectly, upon the European politics of any European nation, and its state has been a matter mainly of academic interest in the Old World. But in the future, even if all my ideas as to the mission of the Anglo-Saxon race be wrong, the American navy must necessarily enter upon a new era. The lesson taught by Mahan has found listeners among his own countrymen. They know now that neither a mercantile marine alone nor a navy alone can make sea-power. They are reviving their mercantile marine, and, estimating sea-power at its true value, they will inevitably increase their navy in due proportion; for, if they mean anything at all, they mean to be in all senses of the words a great nation.

To-day there is no branch of shipbuilding that cannot, in every one of its processes, be carried out in the United States with American material and by means of American brains and hands; and in less than fifteen years the country has thus achieved a new independence.

To summarize, the United States has, built or building, in addition to obsolete vessels:

	No.	Ton-	Torpedo
		nage.	tubes or
		Guns.	ejectors.
Battleships	6	54,844	238
Coast defense ironclads	6	26,158	80
Armored cruisers	2	17,300	86
Armored ram	1	2,183	4
Total armored	15	100,485	408
Protected cruisers	13	58,574	354
Other cruisers and gunb'ts	16	22,542	229
Torpedo boats	14	1,450	42
Grand total	58	183,051	1,034
			174

This is a modern fleet superior, upon the whole, to any modern fleet in existence, the fleets of Great Britain, France, Italy, Russia, and perhaps Germany only excepted, and most of the vessels have not, I believe, their betters of similar class in any navy. To some of these vessels I would call particular attention, since there is no doubt that the value of a fleet depends quite as much upon the quality as upon the mere numbers of units composing it, and since, in respect of the qualities of several of its newer ships, the United States assuredly stands far ahead of the rest of the world to-day.

First among these craft I will take the three battleships of the Indiana class, and the single battleship Iowa. They compare unfavorably in the matter of speed with both the Renown and the Jaureguliberry; but in almost every other respect they seem to me to be immensely, nay, crushingly, superior. And I do not regard great speed as of supreme importance to the battleship. What, for example, could be the value, in practice, of the Renown's superior speed as against the Indiana? It might, it is true, enable your ship to force an action; but, with an opponent so greatly superior in gun-fire, your ship could scarcely hope, other things being equal, to achieve success. If the two ships engaged bow to bow, stern to stern, or bow to stern, the United States ship could deal blows much more numerous than those of the British ship, and in the aggregate nearly three as heavy. Even if they engaged broadside to broadside, the aggregate energy of the American fire would be much more than double that of the British. Put your huge Royal Sovereign or your coming Prince George as your champion instead of your Renown, and you will not fare much better; for the Americans distribute their guns more advantageously than you do, and their battleships which I have cited represent more sensible compromises of the rival claims of speed, radius of action, gun power, and armor, than any of yours. If your battleship be unequal to the task of engaging another battleship of inferior displacement, superior speed will avail the former little, unless to enable her to run out of danger. Yet is not the main object of a battleship, after all, to fight? In the war of 1812 you were obliged, much against your will, to take lessons from the United States on the subject of the proper way of gunning frigates. You might do worse now than take lessons from the United States on the subject of the proper way of gunning battleships, and also of gunning cruisers; for the American cruisers are as superior to yours as the American battleships are.

The American armored cruiser New York may be profitably compared with your cruiser (practically, though not nominally, an armored cruiser also), the Blenheim, which is about five hundred tons heavier. The speeds are very little different; so far as protection is concerned, the New York is defensively much the stronger of the two; and in the matter of armament the New York, regarded as a fighting ship for general purposes, or as a scout, or as a commerce-destroyer, is strikingly the better craft. Here, side by side (exclusive of machine guns) are the guns, with

their aggregate muzzle energies, of the two vessels:

NEW YORK.		BLENHEIM.	
Total muzzle energy	Foot-toms.	Total muzzle energy	Foot-toms.
6 8-in. B. L.	48,066	2 9.2-in. B. L.	21,820
12 4-in. Q. F.	10,980	10 6-in. Q. F.	24,570
8 6-pr. Q. F.	1,248	16 3-pr. Q. F.	1,280
4 1-pr. Q. F.	54		
	60,348	28	47,670

But this statement, taken alone, by no means shows the disparity between them. The bow and stern fire—most important factors in the efficiency of cruisers—are immensely superior in the New York. And the Brooklyn is as superior to the New York as the New York is to the Blenheim. But for lack of space I would go further, and compare the American Columbia with your Gibraltar (which, though 225 tons heavier, is about four knots slower), the American Olympia with your Talbot, and so on. It would, however, lead in each case to the same conclusion, which, briefly stated, is that, matching craft of approximately equal displacement, age, and class, the American ships are, as all-round fighting and scouting machines, better than yours by from 15 to 40 per cent.

You, in Great Britain, have been building steel or iron battleships and cruisers in a score of yards for thirty-five years past. You have been accustomed during all that period not only to design these vessels, but also to construct them step by step from the raw materials as furnished by nature. Your resources are old-established; your experience is mature. The United States has been building steel or iron battleships and cruisers in, at most, half-a-dozen yards for not more than twelve or fourteen years. During all that period grave difficulties have had to be contended with. At first resources had to be discovered or created, and there was but little experience. Yet to-day the United States can build and arm a battleship or cruiser without applying to the Old World either for advice or for help, and, moreover, build it weight for weight a better fighting vessel than you. Your constructors may challenge this statement. Let them submit the question to an unprejudiced arbitrator, and let him take into consideration design as well as workmanship. The verdict will be against them. Indeed, America has never before demonstrated her strength and energy so astonishingly as she has demonstrated them in dealing with the problems which rose up before her when she discovered that she needed a modern navy. Yet this is only one of the many signs which seem to show that if you in England would look to the continuance of your maritime supremacy, and to the future security of your scattered empire, you should lose no time in coming to an arrangement with your giant cousins of the West. They are your only natural allies; they will be your most formidable rivals in manufactures and sea commerce. You can now make it worth their while to combine and stand side by side with you in good and evil forever, for your day is not yet past; but if you delay the full reconciliation until they have learnt to feel their colossal strength, they may treat your advances with indifference.

The officers of the Navy continue to bear the character which they have borne ever since the United States first had a navy. They are the worthy successors of the Biddles, Whipples, Hopkins, Rodgers, Truxtuns, Stewarts, Bainbridges, Dales, Barrons, Perrys, Hulls, Decaturs, Macdonoughs, Lawrences, Porters, Tatnalls and Farraguts of the past. But in addition they rank, beyond doubt, among the best instructed, most scientific, and most generally competent officers in any service; and the good American practice of making each of them a specialist not in one subject but in all, renders them efficient and resourceful in an unusual degree. Unhappily, owing to the large number of entries during the War of Secession, the officers' list is terribly congested, and promotion is in a most unsatisfactory condition. The mean age of each rank is, I imagine, from ten to fourteen years greater than that of the mean age of each corresponding rank in Great Britain; and from eight to ten years greater than in France; and it speaks volumes for the spirit and keenness of the service that officers whose prospects are upon the whole so disheartening should, nevertheless, not only stick to their profession, but vie with one another in adorning it. As in Great Britain and France, long continued family associations with the navy are quite common. I have mentioned above a number of names which won distinction in the old United States Navy. More than half those names are now winning distinction in the new. As for the men, they are, as they have ever been in the United States Navy, of all nationalities. But their officers speak very well of them, and they are capable of, and usually attain, a high degree of efficiency. Good officers can make good men out of any healthy and intelligent material; and in the United States Navy the men seem to be formed and molded by their officers more, perhaps, than in any other service. All which is testimony in favor of allowing officers to train men, rather than of sending men ready trained to ships, where, in consequence, officers incline to forget that the purely educational are not among the least important of their many duties. The American system can, and already does, produce good results; although there is a

desire to attract a larger proportion of United States citizens, and to enlist men for longer periods than at present.

It is curious to note how things act and must re-act one upon another. The general feeling of the United States that a modern navy of some kind must be created, combined with the bias of the country in favor of home industries, has led to the establishment, or to the fitting with modern appliances, of such private yards as those of Messrs. William Cramp & Sons, at Philadelphia; Mr. John Roach, at Chester; the Union Iron Works, at San Francisco; the Bath Iron Works, at Bath; the Columbian Iron Works, at Baltimore; and the City Point Works, at Boston. The demand has also, as has been seen, brought about the establishment of gun-factories, rolling mills, torpedo factories, and powder factories—in the founding, in fact, of a number of new industries. These new industries are all now seeking outlets. When not working for their own country, they are anxious to be working for other markets, and already many of them are so working. Transport to other markets for the new products is most naturally provided by vessels built in the new or modernized yards. Some of it is already so provided. More will be in the near future. And so the revival of the United States Navy is being followed by a revival, less marked yet not less real, of American trade in American bottoms. As this trade, which was once so great as to threaten the mercantile pre-eminence of Great Britain, continues to revive, American interests in the outside world will increase, and to protect them the United States Navy will be increased proportionately. As that Navy grows, and cruises further and oftener afield, coaling or depot stations in distant seas will be needed, and the United States will be confronted with the necessity for abandoning a merely American policy, and for assuming its true position as a great Power. The country cannot now hang back; it must go forward to its destiny, which is a magnificent one. Then, unless there be in the meantime some arrangement between you, your interests and those of your American cousins will begin to directly conflict in all parts of the world; and when that conflict comes, it will not be your cousins, already sixty-five millions strong, who will go to the wall. Big as the United States is, and populous and rich, it is only as yet in its infancy. Even from the mere point of view of worldly policy there is much wisdom in the scriptural advice to "agree with thine adversary quickly while thou art in the way with him." To-morrow the United States may be, in all senses of the words, too independent to care much whether you wish her well or ill. A little imagination, a little healthy enthusiasm, a little natural affection, a little repression of jealousy, a little foresight, might, I verily believe, now carry you, side by side with your American cousins, to a future grander than you suspect, and might benefit others as much as yourselves; but a few years hence it may be that the opportunity will have departed forever.

Does not a vision mount up sometimes before your mental view? Do you not, gazing far above the trivialities and envies of the moment, occasionally catch glimpses of something great and splendid beyond? Do you think that Americans do not see it too? Surely there is a vision of the strong, warm hand of brotherhood extended; of the two Powers again united yet always independent; of mutual help for right, progress, civilization, and peace; and perhaps even of the whole race, as loyal to, and as proud of, some common flag as each branch of the race now is, and ever ought to be, loyal to and proud of its own separate one.

I think that the happy future of Great Britain, of the United States, and of the outlying British Empire depends upon the realization of such a dream. I think that the accomplishment of the Anglo-Saxon mission in the world depends upon it. I think that civilization and peace would profit by it. Nor do I know whether the British Empire or the United States would be the greater gainer. The former would acquire, with the intimate alliance, new strength and new moral resources. The latter would acquire healthy world-wide interests, and would feel for the first time in its independent history that the justice of its old attitude toward the mother country was fully recognized, the daughter country's lawful heritage of tradition and glory was as completely admitted.

Such, it occurs to me, is, in the merest outline, the lesson to be derived from the visit of the Chicago to your waters. That visit has directed your attention, as it had not previously been directed for many years, to the subject of your kinship and relations with the great Anglo-Saxon Union of the West. It has also, thanks largely to the fact that the Chicago's captain is Alfred T. Mahan, reminded you that you are not alone among the nations in appreciating the importance of sea power, and that, in the number of those who most thoroughly appreciate it, are the sons and grandsons of the men who, eighty years ago, when you seemed to be all powerful, and they ridiculously feeble at sea, made you fear for your maritime supremacy, and forced you to admit that the United States Navy, which you had believed to be "contemptible," could deal you blows such as neither France nor Spain had ever been able to inflict.

NAUTICUS.

MONUMENTS AT ANTIETAM.

Through the liberality of Col. Albert A. Pope a beautiful monument has been erected at Antietam in memory of his brave comrades of the 35th



Massachusetts Regiment who lost their lives in that famous encounter. It is a block of highly polished granite, surmounted by three cannon balls and standing on a foundation of solid masonry at the entrance to the Burnside Bridge. On one side is cut the badge of the Ninth Army Corps, while another bears the inscription:

"The Thirty-fifth Regiment of Massachusetts Volunteers crossed this bridge with Ferrero's Brigade, Ninth Army Corps, at noon, Sept. 17, 1862, and moved to the right up the hill, where, at the lane, two hundred and fourteen of their officers and men were killed and wounded. *Gloria est pro patria mori.*"

It was near this bridge that the fighting 35th threw off their extra equipments, and across it, in obedience to Gen. Burnside's command, they forced their way under a hot cross fire from the Confederate artillery. Lieut. Col. Carruth in command, the regiment advanced to the front and took an active part in the battle, doing very effectual work, but sustaining severe losses in the great number of killed and wounded. Col. Pope, one of the few officers who survived this action, was at the time Second Lieutenant in Company I, of which Judge Lathrop, of the Supreme Court of Massachusetts, was Captain. Col. Pope was one of the commissioners recently sent out by the Old Bay State to inspect in conjunction with the National Commission in locating the positions of Massachusetts troops on the field of Antietam. It is proposed to appropriately mark the various important locations by the erection of uniform monuments, and, if the measure goes through, the expense of the undertaking will be borne by the state. That work, however, has nothing to do with the monument referred to, the latter being a personal gift from Col. Pope to the Association of the 35th Regiment, Massachusetts Volunteer Infantry. This association, on the occasion of its 28th annual reunion, Sept. 18, 1893, was sumptuously entertained by Col. Pope at his estate on the Jerusalem Road, in Cohasset. At the business meeting the question of the advisability of erecting a monument was raised and, as Col. Pope volunteered to stand the entire expense, a motion was put, unanimously carried and supplemented by three rousing cheers for the generosity of the host.

INCREASE THE ARMY.

To the Editor of the Army and Navy Journal:

The present labor troubles have made it apparent that the Regular Army is too small to afford the necessary protection to the business interests of the country in case of widespread disaffection, which is taken advantage of by the vicious element to destroy life and property. In all the schemes for increase of the Army private interests are more active than the general desire to improve the service. Of what benefit would it be to the Army as a whole to increase the number of companies without at the same time increasing the number of enlisted men to make the companies efficient, unless it be regarded as a step towards a subsequent increase of the enlisted force? We have already substantially seventy skeleton companies, or those without troops, considered necessary on account of insufficient men to make them efficient. It is true that most of the officers of these companies are usefully employed as instructors in colleges and on other important duties, but we need the trained men ready for active service in case of necessity. The Army as at present organized needs 5,000 additional men to make it efficient, without the addition of a single commissioned officer. The seventy skeleton companies would require about 4,200 men. An additional regiment of artillery, which is necessary to man the fortifications, would require about 720 men. The number of commissioned officers in the artillery is sufficient for this additional regiment without any increase. Let these steps be the first to be worked for, and, when secured, if possible, let efforts be made to reorganize the infantry in accordance with the advanced views of the times.

SUBSCRIBER.

STATUS OF POLICY HOLDERS.

The following copies of telegrams are self-explanatory. The first was received in New York from San Francisco. It is to Richard A. McCurdy, president Mutual Life Insurance Co., and reads:

"Do Mutual Life policies cover, without extra charge, officers and soldiers, militia and deputy marshals called to protect against strikers? Inquiries made. Please reply immediately by telegraph."

The following answer was sent:

"To A. B. Forbes, General Agent:

"This company's policies cover every man insured thereby who may be called into service by the public authorities to suppress insurrection, maintain order and enforce the laws. You may issue free permits in all proper cases without further instructions.

"RICHARD A. McCURDY, "President."

Of the 3,836,256 horses in the German Empire, according to a recent return, 2,384,386 are employed in agriculture.

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The "Weekly Detroit Free Press," London, England, June 23, says: "That celebrated literary man, the war correspondent, has a new field of activity opening out for him. A novel feature of the Royal Military Tournament this year was the introduction of the Remington typewriter on the battlefield, for the purpose of recording messages from signallers. The typewriter operator was an expert cyclist, and had his Remington mounted on the handles of the cycle. He rode in and out among the horses and gun carriages at each performance without a single mishap. On coming to a standstill he instantly braced the cycle by a simple attachment and did his writing in the saddle. The message, when completed, was sent to the commanding officer in the rear by means of a trained collie."

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"Nauticus," in an article in the "Fortnightly Review," holds that, save in the matter of speed, the Indiana and Iowa are as crushingly superior to the Renown as is the New York to the Blenheim. He gives English and Americans some earnest advice in the line of nautical co-operation, and takes direct issue with the entangling foreign alliance theories which have hitherto prevailed on this side of the Atlantic. He says to the Englishmen: "You and your American cousins are, I dare say, very good citizens of your respective countries, but you are inclined, owing to your selfishness, to be very bad citizens of the world, in which, nevertheless, you have vast duties and responsibilities. It would be worthy of Great Britain and the United States so to use their conjoined maritime power as to be able to say to armed Europe, 'Only by our leave shall you fight; and, if you fight, only with our permission shall the victor keep his spoils.' Why should not your combined navies declare, 'We refuse henceforth to acknowledge the right of any civilized power to close her ports or the ports of another power by a blockade or otherwise.' Surely that would sound the knell of war. Do you not, gazing far above the trivialities and envies of the moment, occasionally catch glimpses of something great and splendid beyond? Do you think that Americans do not see it, too? Surely there is a vision of a strong, warm hand of brotherhood extended; of two powers again united, yet always independent; of mutual help for the right, progress, civilization and peace, and perhaps even of the whole race as loyal to and as proud of some common flag as each branch of the race now is and ever ought to be loyal to and proud of its own separate one." This is very much in the line of the Pope's recent allocution inviting all men to become members of the Roman Catholic Church. It shows a lofty spirit, but is not likely to lead to any practical result. Still the article is a striking recognition of our growing naval strength and it is altogether so noteworthy a tribute to the greatness of the United States that we reproduce it almost entire on another page.

President Cleveland's appointment of Mr. Charles De Kay as Consul to Berlin seems to have given equal satisfaction here and abroad. The "Vossische Zeitung" speaks of it as a compliment to Germany. Three of Mr. De Kay's brothers served in the volunteer army during the Civil War, and also his brother-in-law, Mr. Richard Watson Gilder, now editor of the "Century Magazine." Lieut. Col. Drake De Kay (James Rodman Drake De Kay) was well known as an officer on the staff of Generals Mansfield, Pope and Hooker. George Coleman Drake was killed in 1861 by bushwhackers at Grand Gulf while an officer on the staff of Gen. Thomas Williams, and a third brother, Maj. Sidney De Kay, served on the staff of Generals Butler, Devins and Terry, afterwards taking part with the Greeks in the Cretan War. The father of the De Kays was Commodore George C. De Kay, an American who had a brilliant record as an officer in the naval service of the Argentine Republic during the war with Brazil. Their maternal grandfather was J. Rodman Drake, who wrote "The Cupid Fay." Mr. Charles De Kay has what is unfortunately not always considered an essential requirement of consular service, that is, a thorough knowledge of the language of the country to which he is accredited. He is an author of reputation and a member of the Authors' Club, which originated with him. He is also president of the Fencers' Club of New York. Mr. De Kay's grandfather, the poet, was in his day described as the handsomest man in New York, and the grandson maintains the reputation of the family. Mr. and Mrs. De Kay are as fair in all social matters, and we predict that they will be very popular in Berlin. No American, while Mr. De Kay is there, will have any occasion to be otherwise than proud of his national representative. Mr. De Kay's appointment is due to Mr. Cleveland's personal acquaintance and lies wholly outside of politics.

The two French staff officers who were imprisoned in a German fortress for having taken photographs and sketches of Germany's coast defences were accorded a free pardon on the occasion of Carnot's funeral.

JULY 21, 1894.

ARMY AND NAVY JOURNAL.

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ARMOR PLATE INSPECTION.

There is one aspect of the inquiry into what the daily press calls "the armor plate frauds" that is deeply interesting to both the Services. There appears to be no doubt that the records of the plates were falsified in various ways, but the fact that the inspecting officers were so readily deceived would indicate some default on their part. It was hardly to be asked that officers should have all the qualifications of trained inspectors in matters involving metallurgical results. It is clearly unjust to ask that a naval officer should be a jack-of-all-trades; the thoroughness demanded from him in one direction cannot be had except by excluding to a great extent all other lines of perfection. He is a specialist, and one reason why the National Academies are such good schools is that the whole force of their training is rigidly directed to one end. The fact that engineers and ordnance officers of the Army are obtained from the same class and from those pursuing the same studies as line officers is due to the fact that after graduation they are subjected to a long course of training in subordinate positions under experienced officers in charge of active operations. Every one knows how much we owe of our superiority in naval ordnance and armor to the special studies of graduates of the Naval Academy, and the methods of their success indicate the course that others must follow to attain equal distinction on these lines. It requires much more than familiarity with the ordinary routine of the naval service to make a competent inspector.

There is, then, some excuse for the failure of an officer when thrown into the complex operations of a great steel works and told to supervise processes unfamiliar to him which are the product of the highest science, ingenuity and experimental skill. That he should be deceived under such circumstances is unpleasant, but it is inevitable. Given the cheating workman, the inspector is certain to be misled unless he is an expert, and to be an expert in the modern manufacture of ordnance he must look upon his academical training merely as a preparation for the toilsome task of learning the practical work of a new, intricate and apparently unmilitary business. In the memorable struggle for perfection in guns, armor and ships which has wisely been made the central idea in the rebuilding of our Navy, it is evident that competent inspection is an absolute necessity. The Government is the greatest single purchaser of metallurgical products in this country, and its purchases are mostly confined to a class of products that involve the highest metallurgical skill. The importance of its orders is not to be measured merely by their cost in dollars and cents, but by the all-important uses to which the manufactures are to be applied in building the new Navy the Government has to a certain extent abandoned the usual minutiae of contracts and has set up a standard of performance which cannot be reached without thorough excellence in material and treatment as well as in design. It has the right of supervising every step of the work, and as the whole product

is applied to ordnance uses and shipbuilding, it has used officers of the Navy for the work of inspection. The revelations of the late inquiry would indicate that this work has been done, by some of our officers at least, in rather a perfunctory manner. Perhaps it would have been wise to have added a competent civilian to the detail of officers at each important contract establishment. In building a Navy the "service of security and information" operates in the steel works, and the first care of the authorities should be to make it thorough. No perfunctory or ignorant performance of this duty should be allowed. Every step of modern metallurgy is the result of scientific studies in chemistry and physics carried out by men of high training and with an expenditure of money which no private or college laboratory can dream of controlling. The chemistry of the great foundries is not taught in the schools, and in reheating and tempering the practical steel worker is dealing with the most obscure problems of molecular physics that are still in dispute among scientific men. Is it possible for Annapolis or West Point to send out graduates who are competent critics upon this work? We doubt whether they or any other institution does or can make such a graduate. It is not class-room instruction alone that makes the West Pointer a soldier. When he graduates he is a veteran of four years' service in the ranks and in various stages of promotion, and this drill, combined with study, makes him a soldier with the potentiality of effective command. As it is impossible for the future ordnance officer to get experience of modern arms manufacture in the Academy there is no other way than to give him practice after graduation. Admission to steel works in various capacities might be obtained for a few young officers who were willing to forego for a few years the dignity of official life and buckle down to duties that would spot a uniform, and in this way sufficient familiarity with steel-making could be obtained to make the officer a competent inspector.

Dahlgren and Rodman's labors in connection with the casting of ordnance were not unmilitary, and the only difference between their work and that of the living inspector is that modern work requires a close acquaintance with a variety of operations that were unknown in Rodman's day. Running a furnace for profit is not an employment for an officer, but the whole business of steel-making, with all its grime and toil, the practical knowledge of its chemistry and physics, are matters of necessity to an inspector. If officers do not give themselves to it they simply create the necessity for employing civilians.

The side aspects of this suggestion are favorable to it. At the arsenals and some navy yards the young officer who begins by gaining experience in any steel works can finish it by experience in ordnance work. The ordnance service of the future will never again be reduced to the scanty roster of the past. It is an important and growing field of activity, and if there is any means of adding to its usefulness that means should be considered carefully.

Upon the important main question of actual fraud in the manufacture of plates it is very difficult to form an opinion from the facts given. Stated in a nutshell, the alleged fraud consisted in making a lot of plates which were not so thoroughly treated as they might have been, and, after the ballistic plate had been chosen, secretly re-treating that one, bringing it up to the high standard that all of them should have reached. The facts are that certain time records of reheating and tempering were altered by the workmen, who falsified the time during which the plates were under treatment. It has not been proved that these things controlled the quality of the plates or that the real time of treatment was too short, but the possibility that the plates might have been made better has been supported by the fact that test pieces taken from old ballistic plates gave higher tensile strength than the records showed them to have before the secret re-treatment which they are said to have had.

Another method of misleading the inspector was to run the testing machine too fast, a performance that gives too high results. We do not see how the Government can base any claim upon this practice unless a limit of speed was specified in the contracts, for the extra results

of too great speed have been known for years and could have been guarded against either in the contracts or by the supervision of the inspector.

As to the improvement noted in the tensile strength of the ballistic plates, the testimony proves too much. If there were trickery all through or honesty all through the results might be comparative, but to say that the first test was made 5,000 or 10,000 lbs. too high by running up the testing machine, and then that this false test was exceeded by other 5,000 or 10,000 lbs. in a fair test of the re-treated ballistic plate metal made entirely by Government officers, is to assert that hasty re-heating and tempering can add 10,000 to 15,000 lbs. to the strength of metal that is already of very high class. If that can be done the armor plate contracts ought to include a provision that after the manufacturer has done his best and his plates have been accepted every one of them should have a re-treatment at Government cost.

There seems to be no doubt that some of the workmen have falsified the returns of their work, but it has not been shown that the actual treatment given was insufficient. If fraud there was it consisted in doctoring the ballistic plate to give it qualities which the lot it represented did not have. Such manoeuvres are unfair and deceptive, but the question the Service and the country are interested in is not the moral obligations of the manufacturers, but the actual results of their work. Are the plates on our battleships inferior or good? is the national question involved, and we are inclined to think from the whole experience of the proving ground that the plates are very good indeed. In fact, it would be almost impossible for them to be bad. An armor plate begins its existence as a definite idealization in the minds of ordnance officers and steel makers, and the requirements of this idealization are so severe that not one only, but every one of the long series of processes by which it is made must be perfect. The ores taken must comply in their composition very closely with a certain standard. They must be mixed with each other and with flux, and smelted in a definite manner which is different from the manner of smelting for iron to make kettles, razors, stoves or a hundred other things. The product is made into steel by processes which are controllable within very narrow limits, and the steel is rolled or forged by methods that are the result of long experience and great skill. Finally, re-heating and tempering give uniformity of texture and some special qualities needed. If the conspiracy of workingmen involved cheating in each one or several of these steps through which the plate goes, the result could and would be disastrous, but no such intricate conspiracy is charged and we do not believe that half a dozen workmen confined to one only of these processes can ruin or even seriously damage a plate that is sound in material and has come fortunately through all the other steps. The tests made on plates that were abandoned as cracked or weakened by blow-holes have shown that even when serious defects are apparent the plates have very high resisting powers, and it has not been suggested that these plates received special treatment. Barring their visible defects they probably were honest representatives of the general make, and if all our vessels have plates as good as the defective Carnegie plate AS83, illustrated in our supplement of June 23, we can accept them without misgiving.

The sad accident at Chicago by which so many of our soldiers were killed or wounded is one of the incidents of war from which there would appear to be no absolute escape. Nothing is so mysterious as an accident. Wisecracks may account for it after the event, but it is difficult to see why the routine which is followed in ninety-nine cases should fail us in the one hundredth instance. Shells owe their efficiency to their ability to explode upon percussion, and there is always a possibility that an over-sensitive fuse may be subjected to a degree of percussion sufficient to explode it when we do not expect or intend it. We recall at least two instances of this nature within recent years, which were never accounted for. One was an explosion

among the shells stored in a New York warehouse. Deplorable as is the accident at Chicago it will lead to an inquiry from which great good may result. We should endeavor to at least reduce the possibility of such casualties to the minimum. Their occurrence in the instance of a battery going into action would be more demoralizing than the fire of the enemy.

The report that opposition had developed in zation of the plan looking to the promotion of Commodore Erben, and that it would first be shown by delaying action on the nomination of Commodore Fyffe, has been proven to be without foundation. Commodore Fyffe's case was taken up and considered by the Naval Affairs Committee at its session shortly after the nomination had been sent in. There was no talk of delaying action. The good record this officer has made during his career in the Navy was sufficient for the committee, and it quickly ordered a favorable report on his nomination. The matter was called up in executive session on Tuesday, and without dissent a confirmation was ordered. Immediately upon being advised of the Senate's action, Rear-Admiral Fyffe made a formal application to the Secretary of the Navy for retirement under the forty years' service law. The application was forwarded to the President by Secretary Herbert, with a favorable indorsement, and just as soon as the President can get to it, he will probably approve the application. This done, Commodore Stanton's nomination will go in, and his confirmation and retirement will leave the coveted vacancy for Commodore Erben.

The editor of the "Westminster (Eng.) Gazette" reports this story, as told to him by an officer of the U. S. S. Chicago: "The scene was Hong Kong harbor in 1863. A heavy typhoon had been blowing for some hours, several vessels had been driven on shore, at least a dozen steamers and sailing ships were inextricably mixed up near the centre of the harbor, smashing and crunching one another up. Among the ships which had dragged their anchors and were in imminent danger of being wrecked on the rocks on the northern shore was the American sailing storeship Supply, which carried eight or ten broadside guns. Her captain was a fine old salt, who had joined the United States Navy from the mercantile marine during the war. One after another of the chain cables that still held the Supply snapped, until only one bower cable, veered out to the clinch, held the vessel. Meanwhile we saw the crew of the Supply crawling along her side, almost flattened against it by the wind, and just as the last cable parted a large hemp hawser, having every one of her guns attached to it, was let go. Splash! splash! one after another her guns fell into the water, and at the end of 100 fathoms of hawser, with all her guns on the bottom, the Supply rode out the remainder of the hurricane in safety. When the wind abated the guns and anchors were all picked up again, and the ship and her stores were thus saved to the government." Volunteer Lieut. Comdr. Edward Conroy was in command of the Supply at the time referred to. He was honorably discharged Oct. 30, 1868. The Supply was a six-gun vessel of 547 tons.

Mr. Church, who has recently written a life of Oliver Cromwell, is an enthusiastic admirer of his subject. He reminds us that, often as Cromwell fought, he was never beaten. His military career is pronounced prodigious, far excelling the contemporaneous exploits of Gustavus Adolphus and Wallenstein. The brilliancy of his victories outshone not only the single battle of William the Conqueror, but all the contests in the Wars of the Roses. He conquered an autocratic king and practically all the nobility of England. He overthrew with amazing promptitude a bloody rebellion in Ireland, and with an iron hand enforced industry and peace. In the space of one year he entirely subdued Scotland, which had successfully resisted the King of England for 800 years. For political sagacity Mr. Church compares him with Napoleon and Caesar. Moreover, he believes him to have been a good as well as a great man; "his pure patriotism, his sacrifice to duty, his public wisdom, and his endeavor for the right course in every difficulty give him a transcendent character," of which there are but two other examples, those of Washington and Lincoln.

The Berlin "Gegenwart" reasons that the prediction that peace will come after the first few battles between France and Germany is founded upon the supposition that these battles will all end favorably to one nation. Nothing warrants this supposition. It says: "The war will begin at once along the

whole frontier from Nice to Dunkirk. France will have four or five armies, each of which will be as strong as her whole available force in 1870. Equal forces will oppose her. The arms and appliances, the tactics and preparations, are very much the same on both sides. In 1870 the loss of an army of 300,000 men crippled France seriously. If a like number were taken prisoners to day it would still leave her 3,000,000 soldiers to continue the struggle. Nor is Germany a whit less well prepared. The two powers are possessed of a strength which has never been equaled, and it is impossible for them to expend this strength in a few days. It can matter little whether Germany or France is the victor in the next war. The result will be the same. All the continental powers will ruin one another and sink into a state of stupor and weakness similar to that of Spain and the lesser American republics. England and the United States will become the undisputed masters of the world without having fired a single shot, and Montesquieu's prophecy, 'Men-at-arms shall ruin Europe,' will then be fulfilled."

Marshal Canrobert, who still lives, is in his eighty-sixth year, and has held the baton for thirty-five years. He is almost entirely deaf, but enjoys good health. The memoirs of his contemporary, Marshal MacMahon, are in the hands of his widow, who hesitates about publishing them. In them the Marshal reports that when under the rule of M. Thiers he one day, in order to escape the dictation of the chief of the State, entered a cabaret, and, seating himself at a table, began to write. Presently he became aware that some one was behind him, and, turning round, found M. Thiers looking curiously over his shoulder. Thereupon the Marshal immediately tendered his resignation, which M. Thiers, however, refused to accept, and did not from that time forward attempt to restrict the Marshal's freedom of action.

A German officer of Uhans, emulating the hero of Longfellow's "Excelsior," has crossed the Alps "mid snow and ice." He was nineteen days on the journey, and covered about fifty miles a day on an average. On account of the risky and dangerous nature of some of the mountain passes he was obliged to walk a good many miles, leading his horse. During a thunderstorm the animal took fright and fell into a crevice or ravine nearly 30 ft. deep, out of which it had to be drawn by peasants with ropes. With the exception of a few cuts it was uninjured, and after a night's rest the journey was resumed. This was on the way from Gomisell to Obergestilen, in the valley of the Rhone. At Pisa the young officer had another slight accident, and, therefore, determined to make the rest of the journey by train.

The Duke of Cambridge freed his mind in a little speech to the officers at the conclusion of some operations at Aldershot, on the occasion of his visit of inspection. He characterized some of the tactics as "absolutely idiotic," and particularly referred to the inactivity of the Royal Horse Artillery acting on the southern side, when on a certain occasion it had allowed itself to be entirely surrounded by cavalry without manifesting any sign that they recognized their danger, nor in any way attempting to make the best of a bad situation. He was pleased to see a man get into a trap, but he was more pleased to see him get out of it with credit; but he hated to see a man who did nothing at all.

The Veteran Association of the Department of the South and the Atlantic Blockading Squadron, State of New York, has been organized, with Gen. Stewart L. Woodford as president, Col. Wm. J. Harding, secretary, and Maj. C. B. Parsons, treasurer. The purpose of the association is to renew and preserve the honorable comradeship and patriotic memories of military and naval service in the War of the Rebellion. Those desiring to become members of the association can apply to the secretary, Col. W. J. Harding, 120 Broadway, New York.

From a statement which has just been published, the following are the dimensions of some of the larger German drill grounds, viz.: Arys, 4.66 miles long by 1.55 miles broad; Doeberitz, near Spandau, 4.35 miles long by 3.73 miles broad; Jüterbog, 5.97 miles long by 1.5 miles broad; Altenborn, 4.35 miles long by 3.85 miles broad; Hagenau, 2.49 miles long by 1.12 miles broad; Senne, 3.85 miles long by 3.54 miles broad; Muenster, 4.35 miles long by 4.35 miles broad.

William Hicks sends to one of the Army posts this offer, written on the back of a proposal for wood: "Der Ser i Can furnish fifteen Cords of hard wood Betch at three dillers per cord a Old vitron knows the kind of wood that's suts let me know wen it is wanted."

SAD ACCIDENT AT CHICAGO.

The tour of riot duty for the Army at Chicago has had a melancholy termination. On Monday last a caisson of Battery F, Second Art., U. S. A. exploded at Grand and Oakwood boulevards. Two artillerymen and one trooper were instantly killed, a dozen soldiers were wounded, some of them fatally, and several civilians were injured. Seven horses were killed and considerable damage was done to property in the vicinity. The killed were Privates J. Donovan, Edward Doyle and Fred Stoltz, of Second Art., and Farrier Joseph Gaylor, B, Seventh Cav. The following enlisted men were wounded:

Second Art.—C. Enke, driver in rear, blown from his horse and badly injured; will recover. John Allen, shot in head and neck, serious; Sergt. King, thrown from horse and bruised; Sergt. Leines, badly shot through the body and severely burned about the face and neck, recovery doubtful; Maurice O'Donnell, shot in the head and powder-burned, serious; Corp. Abraham Riley, thrown to the ground and badly bruised; John Urquhart, ball of left foot crushed by a bullet; artilleryman, thrown from horse and picked up unconscious, injuries slight.

Seventh Cav., Troop B—Sergt. George Hoffman, shot in the chin; Sergt. Anthony Kane, ear shot off; Herbert Antes, bugler, shot in shoulder and arm.

The troops left Brighton Park for a long march around the city to exercise the horses. They were in command of Capt. Geo. A. Dodd, of Troop F, Third Cav., and consisted of Troop F, Third Cav., 40 men; Troop E, Sixth Cav., Lieut. D. L. Tate, 40 men; platoon of Battery F, Second Art., two guns, Lieut. Edward E. Gayle, 23 men, and Troop B, Seventh Cav., Capt. Charles A. Varnum, 40 men. The men marched in the order given. Everything went smoothly and there were no incidents until the column marching south on Grand Boulevard was just crossing Oakwood Boulevard. Then the explosion occurred.

The men on the caisson, supposed to be Donovan and Doyle, were literally blown to pieces, and others were thrown many feet by the violence of the concussion. Four of the horses drawing the caisson fell in the tracks, shot through and horribly mangled, while three others were blown 50 feet ahead against the trees on the boulevard, dying instantly. The caisson was blown to atoms, not a piece of it larger than a man's hand being found. The boulevard looked like a battlefield. There was a series of explosions after the first report, and shrapnel shot rained like hail among the trees on the boulevard and pierced the surrounding dwellings. Unexploded shells in the rear of the caisson lay strewn over the ground.

It was quite a while before the two dead artillerymen could be found. One of them, mangled beyond recognition, but supposed to be Doyle, had been blown over a board sign 25 ft. high, and was found in a vacant lot behind it. One leg and an arm were gone. The other man, supposed to be Donovan, had been thrown about 300 ft. diagonally to the right, and was found in a vacant lot near the Lake Shore tracks. Joseph Gaylor was found near where he was struck.

Great damage was wrought by the explosion to neighboring property. Windows in most of the surrounding houses were blown out, and the damage to residence and park property in the neighborhood of the accident is estimated at about \$10,000.

General Miles directed Brevet Col. E. B. Williston, Major, Third Art., Inspector of Artillery, and Capt. F. Michler, Fifth Cav., A. D. C., to visit the scene of the accident and inquire into its cause. Col. Williston reported that the explosion occurred in the chest of the limber, and the force of the explosion was to the rear, tearing away the caisson and igniting the powder in the other two chests. The first caisson carried 42 shrapnel and 44 cartridges. His theory of the accident is that the screw plug at the base of one of the shrapnel came loose and some of the powder leaked out, and, being ground and pounded by the jolting of the limber, ignited, all the powder in the cartridges exploded, and the ignition of the cartridges in the other two chests followed. In the second chest on the caisson were 26 time shells, 16 shrapnel and their complement of 44 cartridges; in the third and rear chests were 42 shell and 44 cartridges. The 132 cartridges contained 495 pounds of powder. The men who were in the detachment said that they recognized two distinct reports, seemingly almost simultaneous. This was the limber chest followed almost in the instant by the other two chests. The rattle of explosions followed. The great detonation was the bursting of the shrapnel as they struck the ground. The men on the caisson were lifted by the explosion, while the horses were killed by the missiles from the shrapnel. All of the 42 shrapnel in the limber chest exploded, while 4 of the 16 in the second chest were found unexploded. None of the time shells exploded.

The Navy Department received a report from Rear Admiral Walker on Wednesday last. It made no mention of the work done in connection with the soundings of Pearl Harbor. The Admiral is expected to make a report on this subject upon his return to the United States. He will be relieved of the command of the Pacific Squadron on Aug. 6 next by Commodore Lester A. Beardslee, and will assume the duties of Superintendent of the Naval Academy, when the leave he obtains is ended.

In answer to an inquiry in Parliament the War Minister stated that a cavalry regiment on a peace footing at home varies in strength from 428 men with 280 horses in the seven regiments last for foreign service to 656 men with 410 horses in the six regiments which are first to go abroad. On a war footing, a cavalry regiment would consist, for home service, of 581 men and 511 horses, or for foreign service of 634 men with 530 horses.

President Cleveland signed the act enabling the Territory of Utah to be admitted into the Union. There was nothing dramatic about the signing. The silver penholder with which the act was signed was furnished by Mr. Rawlins, delegate in Congress from Utah, and he will present it to the new State along with the pretty suede case in which it is enclosed.

THE NAVY.

HILARY A. HERBERT, *Secretary of the Navy.*
WILLIAM MCADOO, *Assistant Secretary.*

PACIFIC STATION.—Rear-Admiral J. G. Walker. Address all mail to Navy Pay Office, San Francisco, Cal., unless otherwise noted. Commo. L. A. Beardslee ordered to command by Aug. 6.

ASIATIC STATION.—Capt. W. R. Bridgman in temporary command. Commo. C. C. Carpenter ordered to command per steamer of Aug. 7 from San Francisco. Address all mail Yokohama, Japan.

NORTH ATLANTIC STATION.—Acting Rear-Admiral O. F. Stanton.

EUROPEAN STATION.—Acting Rear-Admiral Henry Erben. Address all mail matter care of B. F. Stevens, 4 Trafalgar Square, London, Eng., Acting Rear-Admiral Kirkland will assume command in September next.

SOUTH ATLANTIC STATION.—Acting Rear-Admiral W. A. Kirkland. Send mail "Care U. S. Consul, Montevideo, Uruguay, or care of B. F. Stevens, 4 Trafalgar Square, London."

BERING SEA FLEET.—Comdr. Charles E. Clark, of the Mohican, is in command. Address mail care Navy Pay Office, San Francisco, Cal.

NAVAL VESSELS IN COMMISSION.

WHEN AND WHERE LAST HEARD FROM.

The letters in parentheses following the name of the commanding officer denote the station to which the vessel belongs.

ADAMS, 6 Guns, Comdr. J. J. Brice (b. s. f.) In Bering Sea.

ATLANTA, 10 Guns, Capt. J. R. Bartlett (n. a. s.) Boston, Mass. Will be used by naval militia of Massachusetts during their annual cruise.

ALBATROSS, Lieut.-Comdr. F. J. Drake (b. s. f.) Fish commission vessel. Assigned to Bering Sea Fleet. Cruising in Bering Sea.

ALERT, 4 Guns, Comdr. W. A. Morgan (b. s. f.) Bering Sea.

BALTIMORE, 10 Guns, Capt. W. R. Bridgman (a. s.) Flagship. At Chemulpo, Corea, July 18. Capt. B. F. Day ordered to command.

BANCROFT, Lieut.-Comdr. R. R. Ingerson. Practice cruiser. At League Island, Pa., July 14.

BENNINGTON, 6 Guns, Comdr. C. M. Thomas. At La Libertad, Salvador. Address mail to Navy Pay Office, San Francisco, Cal.

CHICAGO, 14 Guns, Capt. A. T. Mahan (e. s.) Flagship, Antwerp. Invited by British Admiralty to visit Cowes during regatta there.

COLUMBIA, 11 Guns, Capt. Geo. W. Sumner (n. a. s.) Left New York for Bluefields, Nicaragua, July 20.

CONCORD, 6 Guns, Comdr. C. F. Goodrich (b. s. f.) Sailed from Yokohama May 16 for Unalaska for service in Bering Sea.

CONSTELLATION, Capt. F. M. Bunc. Receiving-ship; Newport, R. I. Comdr. F. W. Dickins will command.

CUSHING, Lieut. F. F. Fletcher. Torpedo-boat. Address Newport, R. I. At New port.

CINCINNATI, 11 Guns, Capt. Henry Glass. At Navy Yard, New York.

DALE, Comdr. E. S. Houston. Receiving-ship; Navy Yard, Washington, D. C.

DOLPHIN, 2 Guns, Lieut. B. H. Buckingham. Despatch-boat. Newport, R. I.

DETROIT, 10 Guns, Comdr. W. H. Brownson (n. a. s.) At Norfolk, Va.

ENTERPRISE, 6 Guns, Comdr. J. F. Merry. Training-ship; Massachusetts. On her annual cruise. The address of the vessel is care B. F. Stevens, 4 Trafalgar Square, London, England.

Was at Falmouth, England, July 10. The itinerary of her cruise is as follows: Arrive Queenstown July 18; depart Queenstown July 23, arrive Liverpool July 25; depart Liverpool Aug. 6, arrive Cadiz Aug. 16; depart Cadiz Aug. 23, arrive Gibraltar and Tangier Aug. 25; depart Gibraltar and Tangier Aug. 30; arrive Maderia Sept. 4; depart Maderia Sept. 10, arrive Boston Oct. 15.

ESSEX, 6 Guns, Comdr. Louis Kingsley. Training-ship. Sailed from Newport, R. I., July 16 for Southampton, England.

FERN, Lieut.-Comdr. J. N. Hemphill. Despatch-boat. Left Boston, July 19, for New York.

FRANKLIN, 30 Guns, Capt. M. L. Johnson. Receiving-ship; Navy Yard, Norfolk, Va.

INDEPENDENCE, Capt. C. S. Cotton. Receiving-ship. Mare Island. Capt. J. J. Read ordered to command on Aug. 15.

MARBLEHEAD, 10 Guns, Comdr. Chas. O'Neill (n. a. s.) At Bluefields, Nicaragua.

MIANTONOMOH, 4 Guns, Capt. P. B. Wallace (n. a. s.) Left Boston July 19, for Newport. Capt. T. F. Kane will command on Aug. 27.

MICHIGAN, 4 Guns, Lieut.-Comdr. R. M. Berry. Detroit, Mich.

MINNESOTA, 10 Guns, Capt. E. M. Shepard. Receiving-ship for boys. At dock foot of West 50th street, New York City. P. O. Station G. New York.

MOHICAN, 10 Guns, Comdr. C. E. Clark (b. s. f.) At Sitka, Alaska.

MONOCACY, 6 Guns, Comdr. R. E. Impey (a. s.) Reported by cable to have arrived at Chemulpo, Corea, July 13.

MONONGAHELA, Comdr. C. M. Chester. Practice-ship; Naval Academy. Left Norfolk, Va., July 13 for Portland, Me. Will visit Newport for ten days and then go to sea, returning to Annapolis last of August.

MONTEREY, 4 Guns, Capt. Louis Kempff (p. a.) At San Francisco, Cal. To be used by California Naval Militia.

MONTGOMERY, 10 Guns, Comdr. Chas. H. Davis. At Navy Yard, Norfolk, Va. Is to proceed to Montgomery, Ala., and other Southern ports.

NEWARK, 12 Guns, Capt. S. W. Terry (a. s. a.) At Rio, Brazil, July 14. Will go to Cape Town, South Africa, and be docked.

NEW YORK, 18 Guns, Capt. J. W. Philip (n. a. s.) Will take Naval Militia of New York on a cruise to Gardner's Bay from July 21 to 28. Capt. R. D. Evans will command on Aug. 20.

PETREL, 4 Guns, Lieut.-Comdr. W. H. Emory (b. s. f.) In Bering Sea.

PHILADELPHIA, 12 Guns, Capt. A. S. Barker (p. a.) Flagship. At Honolulu, H. I. Capt. C. S. Cotton ordered to command.

PINTA, 4 Howitzers, Lieut.-Comdr. W. T. Barwell (p. a.) At Sitka, Alaska.

PORTSMOUTH, 12 Guns, Comdr. John McGowan. Training-ship. Left Newport, R. I., July 4 for Queenstown, Ireland.

RALEIGH, 11 Guns, Capt. Merrill Miller (n. a. s.) At Norfolk, Va.

RANGER, 4 Guns, Comdr. E. Longnecker (b. s. f.) Cruising in Bering Sea.

RICHMOND, Lieut. S. P. Comly in temporary command; Comdr. Rockwell was detached on July 20. Receiving-ship, League Island, Pa. Capt. G. H. Wadleigh ordered to command on July 30.

ST. MARY'S, 8 Guns, Lieut.-Comdr. W. L. Field. Public marine school, New York. Arrived at Gibraltar, Spain, June 29.

SAN FRANCISCO, 12 Guns, Capt. P. H. Cooper (n. a. s.) At New York; is flagship of the station. Will take New York Naval Militia on a cruise.

SARATOGA, Comdr. Edward T. Strong. Nautical school-ship of Pennsylvania. Sailed June 30 from Philadelphia, Pa., on her summer cruise, and will visit Fayal, Gibraltar, Villefranche, Barcelona, Funchal, Madeira, etc.

STILETTO, Torpedo-boat. Lieut. R. C. Smith. At Newport, R. I.

THETIS, 2 Guns, Lieut.-Comdr. C. T. Hutchins (p. s.) At Mare Island, Cal.

VERMONT, 1 Gun, Capt. Silas Casey. Receiving-ship at New York.

VEUSUVIUS, 3 Guns, Comdr. F. Courtis (n. a. s.) At Boston, Mass.

WABASH, 20 Guns, Capt. James O'Kane. Receiving-ship; Navy Yard, Boston, Mass. Capt. A. Kautz ordered to command on Aug. 2.

YANTIC, 4 Guns, Lieut.-Comdr. Seth M. Ackley (a. s. a.) Temporary flagship. At Montevideo, Uruguay.

YORKTOWN, 8 Guns, Comdr. W. M. Folger (b. s. f.) Cruising in Bering Sea.

Various Naval Items.

A board of officers, consisting of Rear Admirals Gherardi, Greer and Brown, has been appointed to examine Commodores C. C. Carpenter and Richard W. Meade for promotion.

The Lancaster will be repaired at an expense of \$30,000. The Board of Inspection and Survey, which inspected her, found her to be in better condition than any of the other ships which have recently returned from a foreign station.

The Naval War College course for the week ending July 21, 1894, was as follows: July 16, lecture, "The Torpedo in Warfare," Lieutenant Holman: The Problem; Duel and Tactical Games. 17, committee work; War Charts and Defense Plans; Personal visits to tactical localities. 18, lecture, "Naval Tactics," Captain Taylor; lecture, "International Law," Prof. Freeman Snow. 19, lecture, "International Law," Prof. Freeman Snow; lecture, "Hasty Entrenchments," Captain Wallach, U. S. M. C. 20, lecture, "International Law," Prof. Freeman Snow; lecture, "Hasty Entrenchments," Captain Wallach, U. S. M. C. 21, lecture, "Sea Power and Position of England at Present Day," Commander Stockton. War games. Strategic.

A report has been received at the Navy Department from the Board of Civil Engineers, which visited Puget Sound for the purpose of making experiments in pile driving in the floor of the dock under construction at that point. The board consisted of Civil Engineers A. J. Menocal, F. C. Prindle and P. C. Asserson. The report found that if the contractor would sharpen the points of the piles and use his pile driver a longer time, he would get the piles deep enough in the earth to fulfill the terms of his contract.

It is understood that the Court of Inquiry which investigated into the mishap the Montgomery met with on her recent trial, has found the contractors responsible and has acquitted the engineer officers of blame. The slacking of a nut on the connecting rod bolt seems to have been the sole cause of the accident, and it is alleged that the Baltimore Iron Works, which built the vessel, failed to provide for the security of the nut. The cost of repairs will not exceed \$5,000. The work will be done at the Norfolk yard and the bill will be sent to the contractors for settlement.

In view of the lack of uniformity in the results of recent trials of thick Harveyized plates, the Navy Department has decided to experiment with armor of this character before conducting further acceptance tests, except in the case of the 18-in. Bethlehem plate, which may be fired at any day at the Indian Head Proving Grounds. Upon the request of the Ordnance Department of the Navy, the Carnegie Company will ship several pieces of experimental plates similar to the 17-in. plate manufactured by that company and tested last week, to the proving grounds for trial, and tests of this armor will be made immediately upon their arrival. The ordnance officials, Captain Sampson especially, are fully convinced of the value of the Harveyized treatment and of the ability of the Carnegie Steel Company and the Bethlehem Steel Company to supply it.

G. C. M. O. No. 55. Navy Department, Washington, June 29, 1894, published the proceedings and findings of a general court martial, convened

at the navy yard, Portsmouth, N. H., June 9, 1894, and of which Capt. Albert Kantz, U. S. N., is president, and Capt. Paul St. Clair Murphy, U. S. M. C., judge advocate, in the case of 1st Lieutenant Theodore G. Fillette, U. S. M. C., found guilty of: Charge 1—"Negligence in obeying orders, in violation of the ninth clause of the eighth article of the Articles for the Government of the Navy"; Charge 2—"Scandalous conduct tending to the destruction of good morals, in violation of the first clause of the eighth article of the Articles for the Government of the Navy"; and sentenced to be dismissed from the Navy. Among the specifications are one charging the accused, who is a married man, with inviting a young girl to elope with him in this letter: "5 P. M. The message just received. I am so sorry, sweetheart, that you have been annoyed. We must make our arrangements to-night as to when we will start. We cannot start before to-morrow night—though I must see you to-night to make arrangements. Do not be afraid, but do just as I write. Slip out of the back door—or the best way you can after they have all retired for the night. I will wait for you between 10 and 11 (to-night) in front of the post-office, unless you name some other hour in your answer. The bearer of this will watch for an answer for a half hour after this is delivered. Write your answer (change time and place if you wish) and put it on sidewalk right side of steps as you come out, and he will find it. You could drop out of parlor window. Tell me what hour you think best and do not be afraid. Trust all to my love; and do as I write. We will be out of their way in another 48 hours. Follow instructions about answer as quickly as possible. Excuse paper."

NAVY GAZETTE.

JULY 13.—Ch. Engr. Harry Webster detached from the Bureau of Steam Engineering July 28, and ordered to join the Bennington at La Libertad as relief of Ch. Engr. Ralph Aston, who is granted three months' leave. Comdr. J. E. Craig and Lieut.-Comdr. Harry Knox detached from the Naval Academy Aug. 3, and ordered to hold themselves in readiness for sea.

JULY 14.—Comdr. Frank Wildes ordered to examination for promotion July 17.

Carpenter Peter T. Ward detached from the Carbon Steel Works, Pittsburg, Pa., and ordered to duty at the Navy Yard, Washington.

Salmoner Charles C. Freeman ordered to the Carbon Steel Works as the relief of Carpenter Peter T. Ward.

JULY 15.—Sunday.

JULY 16.—Lieut. Wm. F. Halsey detached from the Miantonomoh and ordered to take steamer leaving San Francisco Aug. 7 for Yokohama, Japan, for duty on board the Baltimore, attached to the flag of Acting Rear-Admiral C. C. Carpenter.

Capt. Alexander H. McCormick, Lieut.-Comdr. Jos. G. Eaton and Lieut.-Comdr. Carl Rohrer, ordered as a special board for the inspection of steel forgings at the Midvale Steel Works.

Passed Asst. Engr. John C. Kafer (retired) granted two months' leave, with permission to go abroad. Commodore Richard W. Meade ordered to examination for promotion.

Lieut. M. C. Gorgas' orders modified so that he shall leave New York with draft of apprentices for San Francisco on July 30.

Capt. F. V. McNair ordered as a member of the board which is to examine Comdr. Frank Wildes for promotion in the place of Comdr. John Schouler.

JULY 17.—Capt. R. L. Phythian ordered to examination for promotion July 19.

Lieut. O. E. Fox, on arrival in this country from Asia, ordered to report to Rear-Admiral Beardsley for duty on that officer's staff.

Capt. A. S. Barker detached from the Philadelphia and granted two months' leave.

Capt. C. S. Cotton detached from the Independence and ordered to the Philadelphia.

Capt. J. J. Read ordered as commander of the Independence.

Ensign Victor Blue detached from the Charleston and ordered to the Thetis.

Lieut. F. E. Sawyer detached from the Thetis and ordered to the Charleston.

JULY 18.—Lieut. R. H. Galt detached from Naval Academy and ordered to duty on board the Miantonomoh on Aug. 7.

Paymaster G. H. Griffin ordered to temporary duty on board the Columbia.

Paymaster John Furey, having been condemned by a board of medical survey, is detached from the New York and granted sick leave.

JULY 19.—Commander Joseph W. Miller ordered to the command of the Boston Navy Yard Aug. 27.

Capt. R. D. Evans detached from duty as Naval Secretary Lighthouse Board, and ordered to the command of the New York, Aug. 20.

Capt. J. W. Philip detached from the command of the New York and ordered to duty as Captain of the Navy Yard, Boston.

Capt. T. F. Kline detached from duty as President of the Board of Inspection of Vessels Aug. 7, and ordered to command the Miantonomoh.

Capt. Rush R. Wallace detached from the Miantonomoh Aug. 7, and ordered to command the Naval Station at Newport.

Commander F. W. Dickins ordered to command the Constellation.

Capt. F. M. Bunc detached from the command of the Naval Station at Newport and the Constellation, and ordered as a member of the Board of Inspection and Survey.

Capt. George S. Wadleigh ordered to command the receiving-ship Richmond on July 30.

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Nominations.

JULY 18.—Promotions in the Navy.—Passed Asst. Eng. Albert F. Dixon to be a Chief Engineer in the Navy from July 13, 1894, vice Chief Engineer Alexander Henderson, retired.

Assistant Engineer Albert Moritz, to be a Passed Assistant Engineer in the Navy from July 13, 1894, vice Passed Asst. Eng. A. F. Dixon, promoted. (Subject to the examination required by law.)

Confirmation.

JULY 17.—Commo. Joseph Fife, to be a Rear-Admiral in the Navy, from July 10, 1894.

Capt. Montgomery Sicard, to be a Commodore in the Navy, from July 10, 1894.

Comdr. Geo. H. Weddell, to be a Captain in the Navy, from July 10, 1894.

Lient.-Comdr. Frank Courtis, to be a Commander in the Navy, from July 10, 1894.

JULY 18.—Naval Cadets (Line Division) to be Bnsigns—Joseph R. Campbell, George C. Day, Holden A. Evans, Luke McNamee, Frederick L. Sawyer, Charles L. Hussey, John R. Y. Baskely, Charles T. Jewell, Gregory C. Davison, Leon S. Thompson, Frederick A. Trout, John S. Hines, Fred R. Payne, Powers Symington, Yates Stirrings Jr., George Mallison, Joel R. Ponsett Pringle and Benjamin B. McCormick.

Naval Cadets (Engineer Division) to be Assistant Engineers—John S. Porter, Robert K. Crank, Stanford E. Moses and Raymond D. Hashruck.

Naval Cadets (Line Division) to be Second Lieutenants in the Marine Corps—William C. Dawson, Theodore H. Low, Walter Ball, Austin R. Davis, John H. Russell, Jr., Charles F. Macklin and Thomas S. Borden.

Promotion in the Marine Corps—2d Lieut. D. W. Williams to be a First Lieutenant in the United States Marine Corps.

Charles Poor Kindleberger to be an Assistant Surgeon in the Navy.

TRIAL OF THE MINNEAPOLIS.

The new U. S. cruiser Minneapolis underwent her official trial on the course between Cape Ann and Cape Porpoise, Mass., July 14, and has covered herself with glory, making the distance of 89.94 miles in 3 hours and 49 minutes, or at an average of 23.05 knots an hour. This record-breaking trip, it is also stated, has earned for her builders, the Messrs. Cramp, a premium of \$414,600 for excess over the contract speed of 21 knots. The day was favorable for the trial, with a smooth sea. The Minneapolis was down to her registered displacement of 7,350 tons, and drew 22.7 feet forward, 23.4 feet aft, and a mean draught of 22 feet $\frac{3}{4}$ inches, within $\frac{1}{2}$ inches of her required depth. All movable fittings on the decks that would be likely to catch the wind were stowed away. As the vessel crossed the line at the start her engines were credited with making 133 revolutions and her boilers with 150 pounds of steam. The elapsed time over the first half of the course was 1:55:18, an average speed of 22.9 knots, the tide and what little wind there was were against the cruiser. The elapsed time over the second half of the course was 1:53:42, while the average speed was 23.21 knots. For the whole course the average was 23.05. The average revolutions of her screws are given as 138 per minute, and the horse-power amounting over 21,000. There was little vibration for so high a rate of speed. No stop was made to cool bearings, and the working of the machinery is reported as perfect. Among those on board the vessel were: Secretary of the Navy Herbert, Messrs. Charles H. Henry, W., Edwin S. and Walter S. Cramp; Commo. T. S. Selfridge, U. S. N., and Rear-Admiral G. E. Belknap, U. S. N. (retired); ex-Secretary of the Navy Tracy; Gen. D. W. Flagler, U. S. A., chief of ordnance; Comdr. J. H. Sands and Engineer-in-Chief Geo. W. Melville.

The Minneapolis is driven by triple screws and has three sets of triple-expansion engines. Steam is supplied by eight double-ended return tube boilers, which are designed to carry 160 pounds of steam. Her coal bunkers hold 2,000 tons, and at 10 knots the vessel can steam 11,000 miles.

The Minneapolis arrived at Boston on the afternoon of July 11 and anchored near Deer Island. The Dolphin steamed over the course on the 8th to verify the positions of the buoys. The buoys are: A, the Iwana; A1, the New York; B, the Fern; C, the Fortune; D, the Atlanta; E, the Luyden; F, the Vesuvius, and A2, the Dolphin. The distances are: 2.4, 6.6, 6.7, 6.6, 6.3, 8, and 7.4 knots, respectively, between buoys (and ships). There is a ship at each buoy.

The Dolphin arrived at Portland, Me., with Assistant Secretary of the Navy McAdoo on board, though his flag was not flying.

A seaman named Ben Dixon deserted from the Dolphin on the 7th of June, taking the dingey. He beached and abandoned the boat at Lobster Cove, near Manchester, Cape Ann, and made his escape. The boat was subsequently recovered by Lieutenant Badger.

The city officials of Gloucester, Mass., gave a country drive, dinner party and an evening literary entertainment to the officers of the New York, Atlanta and Vesuvius, on the 12th inst.

NAVY REORGANIZATION BILL.

We learn that no changes have been made in the first 23 sections of the Navy Reorganization Bill as given here last week. In the other sections the following changes are thus far reported:

Sec. 24. Add the words "appointed or" before the word "promoted," in the last two lines; and add "and rank" after "grade" in the last line.

Sec. 25. Amended to read as follows: Sec. 25. That the active list of the Medical Corps of the Navy shall consist of the following numbers, grades and rank: First, fifteen, title, medical director with rank of commodore; second, fifteen, title, fleet surgeon with rank of captain; third, thirty, title, staff surgeons with rank of lieutenant-commander; fourth, thirty-five, title, surgeon; with rank of lieutenant; fifth, forty, title, surgeon, with rank of lieutenant (junior grade); sixth, thirty, title, assistant surgeon, with rank of ensign.

Sec. 27. Amended so as to require the examination of assistant surgeons for promotion as well as for appointment.

Sec. 30 is stricken out.

Sec. 31. For the word "surgeon" in the first line is substituted "senior medical officer."

Secs. 33 and 34 are stricken out.

Sec. 35 is amended to read as follows: That the active list of the Pay Corps of the Navy shall consist of the following numbers, grades and ranks: First, Thirteen, title, pay director, with rank of captain; second, thirteen, title, fleet paymaster, with rank of commander; third, thirty, title, staff paymaster, with rank of lieutenant-commander; fourth, fifteen, title, paymasters, with rank of lieutenant; fifth, fifteen, title, paymaster of junior grade, with rank of lieutenant, junior grade; sixth, ten, title, assistant paymaster, with rank of ensign.

Sec. 38. The words "or on the Pacific Coast of the United States" are stricken out.

Sections 39 to 48, inclusive, are stricken out.

Sec. 49 is made to read as follows: That the active list of the officers of the Engineer Corps of the Navy shall be divided into six grades, and of the following number and rank: Ten, title, engineer directors, with rank of commander; thirty-five, title, staff engineers, with rank of lieutenant-commander; fifty, title, engineers, with rank of lieutenant; forty, title, engineers of the junior grade, with rank of lieutenant (junior grade); forty, title, assistant engineers, with rank of ensign. One hundred and ninety, total.

Sec. 50. That the chief of the Bureau of Steam En-

gineering shall be appointed by the President, by and with the advice and consent of the Senate, from the engineer directors or fleet engineers of the Navy and shall be a skillful engineer. He shall hold office for the term of four years and shall have the title of engineer-in-chief.

Sections 51, 52, 53, 54, and 55 are stricken out.

Sec. 57. The words "and shall have title of chief con-

structor" are added.

Sec. 58 is stricken out, and the first two lines of Sec. 59, and the words "Naval Academy" in line five of Sec. 59.

Sec. 60, 61, 62, 63 and 64 are stricken out.

There are verbal changes in the sections that do not alter the vacancy grade, as the substitution of the words "surgeon-general" and "paymaster-general" for medical director-general and pay director-general in line five and six of Sec. 65.

Sec. 67. Substitute commanding officer for "captain or other superior."

Sec. 68. Make closing sentence read "or take pre-

cedence of the officer commanding ship or station."

Strike out what follows in same section.

Make Sec. 69 read "That no officer of the Navy shall lose his status by the substitution of titles provided for in this act and that new commissions shall be issued in conformity with its provisions.

Strike out Sec. 70 and first sentence in Sec. 71.

The commission at its session on Friday completed the consideration of all staff features. The enlisted branch was passed over temporarily, and the Marine Corps taken up. It was practically agreed to strike out provisions giving temporary increase of rank to fleet officers of marines, while so serving and for reorganizing Marine Band. The Marine Corps feature of the bill, however, is still under advisement. The commission expects to finish the whole bill and report to full committee of both houses.

REVENUE CUTTER SERVICE.

1st Lieut. W. S. Howland, of the Revenue Cutter Service, has been detached from the Revenue Cutter Perry and assigned to duty as Assistant Inspector of the 4th District of Life Saving stations.

Leaves of absence were granted during the past week to the following Revenue Cutter officers: 1st Asst. Engr. H. C. Barrows, seven days; 2d Lieut. Howard Emory, 30 days; 2d Lieut. J. M. Moore, 30 days; 1st Lieut. C. F. Shoemaker, ten days; Ch. Engr. F. W. H. Whitaker, 30 days.

(Correspondence of the Army and Navy Journal.)

U. S. NAVAL ACADEMY.

Annapolis, Md., July 16, 1894.

The second class, the engineers, and Cadet J. D. Sayers, line division, first class, left Annapolis on the Bancroft, July 9. The Bancroft arrived in Hampton Roads July 9. The following cadets of the first class, line division, were detailed to the Bancroft for three weeks: Smith, Breckinridge, Bennett, Brumley, Raby, Laning, Mann, Standly, Cushman, Knepper, Watson, McCormick, Walker, Vestal, and Klemann. Cadets Dunn and Eckhardt, first class, who were assigned to the engineer division, also joined the Bancroft at the same time. Cadets Sayers, first class, Hillenry, third class, and Peterson, fourth class, also joined the Monongahela.

The following second-class men take the places of the first-class men that left the Monongahela: R. E. Walker, Crenshaw, Doak, Washington, McCauley, Gilpin, Kimball, Palmer, Kalbach, Roys, Haunstein, Leiper, Woods, Henry, Littlefield, McArthur, Holden, Cook, Burt, Kearney, Ridgely, Blissett, Fitzgerald, Jesson. These second-class men will not be on the Bancroft until after Aug. 1.

H. Fishler, one of the members of the band, dropped dead from heart disease July 6.

In the prize shooting of the second class, the gold medal was won by Cadet W. S. Volkmar, the silver medal by C. M. Tozer, the bronze by K. G. Castleman.

The Bancroft reached Norfolk July 10. Cadets visited the ships Raleigh, Texas and Amphitrite. A ball given by the ladies of the Norfolk Navy Yard to the cadets on the evening of Wednesday, the 11th, was greatly enjoyed by all those present. Before returning to Hampton Roads on Aug. 3, the Bancroft will visit New York and Newport. The stay at New York will last from the 22d to the 25th, and the visit to Newport from July 25 until Aug. 1.

The first and second classes inspected the Columbia at League Island, Saturday, and will spend the next four days at Cramps.

Mail for the cadets should be addressed, care U. S. Naval Academy, Annapolis.

(Correspondence of the Army and Navy Journal.)

FORT MONROE, VA.

July 17, 1894.

Capt. John P. Story, 4th Art., went to the Naval proving grounds, Indian Head, Md., on the 11th inst., to witness some very interesting trials of armor plate, that he might glean as much information as possible for the benefit of the next class of student-officers at the Artillery School, when under instruction in the department of artillery. Mr. Jack Story, son of Capt. J. P. Story, is home on a visit. He has been spending the winter at the Polytechnical School at Boston.

Capt. Wells Willard, Commissary of Subsistence, received telegraphic orders on the 11th to report in person to the Chief Commissary at Chicago, and hurriedly turned over his property to 2d Lieut. W. L. Kenly, 4th Art. Captain Willard took the Chesapeake & Ohio train for Chicago, leaving here on the afternoon of the 12th.

Cadets W. P. Newcomb, 5th Art., and W. L. Kenly, 4th Art., have been authorized by the Major-General Commanding to remain at the Artillery School for another year, to take post graduate courses. Newcomb in electricity and mines, and Kenly in chemistry and explosives.

Mrs. Evans, wife of Capt. R. D. Evans, U. S. N., with her son Taylor, and younger daughter, Miss Virginia, arrived here last week, and opened their cottage for the season. Miss Charlotte Evans, who is visiting friends at Newport, will join her mother about the 1st of August.

Miss May Miller, who has been visiting friends in Washington, returned home on the 12th inst.

Miss Poole, daughter of Maj. De Witt C. Poole, of Mississ., is at the post on a visit. The guest of Major and Mrs. Noyesley.

Capt. George Montgomery has received his commission at a 1st Lieutenant of Ordnance, and is thus made happy. His many friends at Fort Monroe wish for him much success in his new Army position.

The new 12-inch breech-loading mortar and 8-inch breech-loading rifle are now at the point where it remains but to raise and place them on their new mounts. Battery G, 5th Art., under command of 1st Lieut. W. P. Duvall, 5th Art., has been assigned to the duty of mounting them.

Great excitement in the garrison was aroused a few minutes before retreat last night by the shooting of Private Wm. F. Gorman by Moselian Christopher Fay, both of Battery B, 3d Art. The shooting was done with a .32 calibre pistol, and the light weapon inflicted an ugly flesh wound, though not necessarily a dangerous one. At this writing Gorman is doing as well as could be expected.

Many friends will be glad to learn that Lieutenant Ketcham, who was recently injured while bathing, is gradually improving, and the prospects of his entire recovery are bright, but in the nature of things his recovery must be slow.

Mrs. Turney, wife of Ordnance-Sergeant T. V. Tur-

ney, went to Charlottesville, Va., this morning, leaving on the 8:30 train. She expects to spend the time until Sept. 1 in the country near the mountains. She took with her her two little boys.

MEX.

FORT LEAVENWORTH.—Under orders from the staff of the Infantry and Cavalry School each member of the class of student officers will be required to select a subject for his graduating essay before July 13, and the essay must be submitted not later than April 15, 1895. The maximum limit of the essay will be

LATE ARMY ORDERS.

The leave granted 1st Lieut. Chas. L. Collins, 11th Inf., is extended to include Aug. 1, 1894.

Capt. Rogers Birnie, Ordnance Department, will proceed to Chicago and Fort Sheridan to make technical examination of field artillery, ammunition carriage and equipments of the light batteries at those places.

1st Lieut. Willam R. Hamilton, 5th Art., is detailed as professor of military science and tactics at the State University of Nevada, Reno, Nev., relieving 1st Lieut. John M. Neall, 4th Cav., who is ordered to join the

Capt. Charles Hobart, 3d Inf., will attend the encampment of the Wisconsin National Guard on the Wisconsin Military Reservation (S. O. J. 20, H. Q. A.)

Leave for two months is granted Capt. H. J. Nolan, 7th Cav.

The following transfers in the 4th Infantry are ordered: 1st Lieut. F. B. Andrus, from Co. I to Co. G; 1st Lieut. E. V. Smith, Co. C, to Co. I; 1st Lieut. G. E. French, Co. G to Co. C.

RIOT DUTY.

The troops on riot duty have been withdrawn to Fort Sheridan, with the exception of the Ninth Inf., which returns to Sackett's Harbor. The cavalry and artillery, under command of Major Randolph, marched to Fort Sheridan, a distance of 23 miles, pitching camp at Evanston on July 19. The infantry was under command of Colonel Bartlett. The troops will be held in readiness for a call to arms for some time yet before being allowed to leave Fort Sheridan for their respective posts.

They were withdrawn on the assurance of the local authorities, being responsible for the peace of the city, that the situation was completely under control, and that the laws could be enforced and order preserved without the further employment of the Federal troops. They are only two hours from any part of Chicago, and can be easily and quickly called to the scene of disturbance.

The Federal Grand Jury at Chicago is busily engaged in finding indictments against the rioters, indicting 43 in one batch. Debs and his lieutenants are already in jail. Sixty indictments have been found by the Federal Grand Jury in St. Paul.

The situation in California appears to be practically unchanged, the Army being in control and the strikers quiet, but sullen, and disposed to mischief. Various arrests of strikers charged with murder have been made. The shooting has had the effect of inducing well-meaning people to give the railroad property a wide berth. Colonel Graham has warned newspaper correspondents not to publish information of the movements of trains, so as to enable the rioters to ditch them.

The Sacramento Board of City Trustees has adopted a resolution condemning what it terms "the tyranny and brutality which has characterized the conduct of the United States soldiers, who have wounded and assaulted unoffending persons upon the streets, for the free and unprovoked use of their bayonets and guns, and for the reckless wounding of innocent citizens." The resolution concluded with the statement that investigation had not shown any reason for the exercise of extreme military measures in the community, and with a repudiation of the asserted power of the United States Army to wrest prisoners from the police force, or to assume the powers of local authorities in the enforcement of police regulations.

A despatch from Sacramento says: "Judge Catlin, of the Superior Court at Sacramento, came near causing bloodshed in his court room July 17. The strikers, who stole an engine at Dumbarton, were up before him on habeas corpus writs. Regulars suddenly appeared on the scene for the purpose of seeing that the strikers should not get possession of these men. The judge interpreted their presence as a menace to the court, and called on all present to resist the troops. There were loud threats and great excitement, but the soldiers withdrew and contented themselves with seeing that the prisoners were safely turned over to the chief of police."

Two troops from Fort Reno have been ordered to Wichita, Kansas, to quell disturbances there, growing out of a decision of the Oklahoma Supreme Court against the claims of two towns, South End and Pond Creek, that the railroad should be compelled to establish stations there.

President Cleveland received a despatch July 19 from a large number of prominent business men of Chicago, Ill., urging that the Federal troops be not removed from Chicago at present. The reason given for this request was that the situation there was still unsettled.

An armor plate manufactured by the Midvale Steel Co., of Pennsylvania, under a new process, will be tested at the Sandy Hook Proving Grounds, under the supervision of the Ordnance Department of the Army, within a few days. In conjunction with the test of the plate will be a test of armor-piercing projectiles, with which the Army is experimenting. The plate is 60 by 72 ins. in width and length and is 10 $\frac{1}{2}$ ins. in thickness. Two shots—a Marrel projectile, manufactured in France, and a Midvale shell—will be fired at it, for penetration and cracks, with velocities of 1,625 ft.-secs. If the plate is not demolished as a result of this fire, another shot, of American manufacture, will be sent against the plate with a much higher velocity. The company claims that the plate has a much harder surface than the Harveyized armor, and is confident it will pass the test. The principal ingredient of the hardening mixture, it is understood, is chrome, but definite information on this point is unobtainable, as the company is keeping the composition of the metal a close secret. The test is of more interest to the Navy than the Army, so far as the merits of the armor are concerned, and if the plate makes a good showing, the probabilities are strong that experiments with the Midvale Company's product will be made by this branch of the government service.

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CONGRESS.

The bill to promote the efficiency of the Revenue Cutter Service occupied the morning hour in the House on Saturday. Almost the entire hour was consumed by a diatribary speech by Representative Clark, of Missouri, who is opposed to the bill, and pending a vote by tellers to report the bill favorably from the Committee of the Whole to the House, the time expired and the bill went over. It is expected that the Committee on Rules will set aside a time for the consideration of the bill before the end of the session, when it will undoubtedly pass, as a majority of the members favor it.

The Senate has passed the bill to transfer Pay Inspector John H. Stevenson, U. S. N., from the half-pay retired list to the three-quarter-pay list.

The conferees on the Military Academy Appropriation bill reached an agreement on Monday and their report was adopted. The House receded from its disagreement to the Senate amendment providing that hereafter no graduate of the Military Academy shall be assigned or detailed to serve at said Academy as a professor, instructor, or assistant to either within two years after his graduation. The House also receded from its disagreement to the Senate amendment providing that any of the sums appropriated for the Departments of Chemistry, Mineralogy and Geology not expended for the purposes for which they are appropriated may be used in fittings for the laboratory of the new academy building; and, also, agreed to all the Senate amendments that were merely of a verbal character. The Senate receded from its amendments increasing the appropriation for contingencies for the Superintendent of the Academy from \$1,000 to \$1,500, increasing the appropriation for a breast-high masonry wall on each side of the road from the north gate to the entrance of post cemetery from \$1,000 to \$1,800, and increasing the appropriation for placing gas pipes and gas fixtures throughout the barracks of Company E, Battalion of Engineers, from \$300 to \$400.

The Senate amendment increasing the extra pay of the 28 cavalrymen detailed to extra duty with the instruction battery of field artillery from \$10 to \$30 per month was reduced to \$20. The increase for water pipe, plumbing and repairs from 1,000 to \$2,000 was reduced to \$1,500. The increase for new mangers and repairs to cavalry stables from \$1,000 to \$2,400 was reduced to \$1,460. The appropriation for a steam road roller was reduced from \$4,500 to \$4,000. The provision making available the \$2,000 appropriated by the last bill for asphalt road and walk in front of and around the new gymnasium was agreed to with an amendment making it read that the amount is "reappropriated" instead of "made available."

The Senate Committee on Pensions has made a favorable report on the bill to increase the pension of Elizabeth Ellery, widow of the late Commodore Frank Ellery, U. S. N., to \$20 per month. Mr. Stewart, by request, has introduced a bill, S. 2214, to appoint Frederick R. Smith, now a commander on the retired list of the Navy, to be a captain.

The House devoted Wednesday to the consideration of business reported by the Committee on Military Affairs. The final bill taken up was the Senate bill (S. 1209) to regulate enlistments in the Army. This is the bill repealing the ten-year enlistment law. The committee amendment limiting enlistments in time of peace to citizens of the United States and to persons able to read and write the English language, provided that these limitations should not relate to Indians, and allowing soldiers discharged under the operations of the ten-year law to re-enlist within three months with all the benefits of continuous service was agreed to and the bill was passed without debate. The Senate Committee on Military Affairs will report in favor of agreeing to the House amendment, and it is probable that this important bill will become law early next week.

Two bills relating to volunteer soldiers' homes were taken up and led to prolonged debate, and the bill authorizing the appointment of Maj.-Gen. George S. Green to be a first lieutenant of artillery on the retired list was passed without objection or debate.

The bill to place Eugene Wells, late captain of the 12th Infantry, on the retired list as a second lieutenant of artillery led to considerable debate, the opposition coming chiefly from Mr. Kilgore, of Texas, but it passed without division, as did also the bill to place Napoleon J. T. Dana on the retired list as a captain of cavalry, the bill to place Dunbar R. Ransom on the retired list as a captain of artillery and the bill to place Charles B. Stevens on the retired list as a captain of infantry. The bill to place William A. Winder on the retired list with the rank of captain of artillery provoked opposition on the ground that the services of this officer during the War of the Rebellion had not been of such a character as to entitle him to this legislation, and the bill was withdrawn by the committee.

The joint resolution providing medals of honor for troops who, after the expiration of their terms of enlistment, offered their services to the Government in the States of Maryland and Pennsylvania in the Gettysburg campaign was passed with an amendment providing similar medals for all other troops who volunteered their services under like conditions.

Mr. Kilgore's opposition to the bill to promote Capt. William R. Steinmetz, retired, to be a major in the retired list, led to its being withdrawn. The bill to place James William Abert on the retired list as a major of engineers was passed.

The Senate on Wednesday last passed the following House bills: H. R. 6424, authorizing Rear-Admiral J. G. Walker and Surg.-Gen. J. Rufus Lyon to receive decorations of the "Busto del Libertado" of the third class from the President of Venezuela; H. R. 7475, authorizing Comdr. C. L. Davis to accept a decoration from the King of Spain.

NAVAL APPROPRIATION BILL.

The conferees on the Naval Appropriation Bill submitted their report on Wednesday. The Senate receded from some amendments that were of merely verbal character and from the amendment striking out the provision for the expenses of clerks of the Marine Corps travelling under orders, striking out the proviso that the pay of the drum major of the marine band shall be the

same as that of first sergeants in the Marine Corps for the same length of service, and striking out the allowance of a clerk in the office of the Assistant Quartermaster of the Marine Corps at San Francisco. The Senate also receded from its amendments appropriating \$90,000 for speed premiums on the Machias and Castine and \$45,000 for premium on the Bancroft.

The House receded from its disagreement to a number of verbal amendments and to the amendments striking out the appropriation for a modern battery for the Hartford and appropriating \$150,000 instead for her repair as a schoolship; appropriating \$5,000 for repairs to the gas plant at the Naval Academy; appropriating \$13,000 for paving certain streets in the city of Annapolis; changing the form of the appropriation for the repair of the Naval Hospital at Brooklyn, so as to specify the work to be done; appropriating \$8,000 for the repair of the Constitution for use as a training ship for naval militia; striking out the provision for new machinery for the Hartford; providing that cadets appointed to the Naval Academy shall have been for at least two years residents of the district from which they are appointed; and authorizing the Secretary of the Navy to remit the time penalties on the Vesuvius.

The provision in the House bill which was stricken out by the Senate in regard to officers transferred from one corps of the Navy to another was restored, with an amendment so as to read as follows: "That officers who have been appointed to any corps of the Navy after service in a different branch of the Navy shall have all the benefits of their previous service in the same manner as if said appointments were a re-entry into the Navy."

The Senate amendment providing "that hereafter no officer of the Navy shall be deprived of sea-duty pay while attached to a vessel in commission by reason of assignment to duty as a member of a naval court-martial, court of inquiry or board, or to other temporary duty, or by reason of being sent to a naval hospital for temporary treatment" was stricken out.

The Senate amendment was agreed to providing "That in order to fill vacancies that may exist in the grade of Ensign in the Navy and in the grade of Assistant Engineer in the Navy, the Secretary of the Navy shall, in case the number of vacancies in either of such grades exceeds the number of naval cadets in the Line Division or in the Engineer Division of the class of naval cadets finally graduated in the year 1894, or in any one year thereafter, select a number equal to such excess from the final graduates of said class in the Engineer Division or in the Line Division, as the case may require, who shall be reported as proficient and be recommended thereto by the Academic Board, and such final graduates shall be appointed to fill vacancies in the grade of Ensign in the Navy or in the grade of Assistant Engineer in the Navy, respectively, and the naval cadets so appointed to fill vacancies in such grades shall take rank in those respective grades next after the naval cadets appointed from the Line Division or from the Engineer Division, as the case may be, to fill vacancies in those grades, but among themselves according to merit as determined by the Academic Board."

The Senate amendment appropriating \$20,000 for the purchase of the Ourdan & Kolb letter engraving machine was agreed to with a verbal change, as were also the appropriations of \$18,521.42 for damages to the Port Royal Dock and of \$23,025.03 for purchasing additional lands for a dry dock at Algiers.

The Senate amendment striking out the House provision in regard to the appointment of cadets to the Naval Academy from the districts now unrepresented was concurred in, with an amendment substituting practically the same provision except that the time for the appointment of these cadets was extended until Sept. 1 and the limitation of the South Dakota to one such cadet was stricken out. The paragraph appropriating \$5,955,025 for continuing the work of construction of the hulls and machinery of vessels already authorized was amended so as to provide for the payment of a premium earned previous to Jan. 1, 1894, from this fund. This provides for the premiums on the Bancroft, Castine and Machias, the special appropriations for which were stricken out.

ORDNANCE NOTES.

"Arms and Explosives" considers it definitely settled that the Dowe cuirass, of whatever it may consist, has no apparent advantages over steel, and therefore does not at present enter into the field as a practical military appliance.

The Bofors Steel Company (Aktiebolaget Bofors-Gullspang), of Sweden, have introduced a quick-firing gun for fortress or other military works employment. Its calibre is 12.16 c., and it is 44.4 calibres long, weighing 3,100 kgs. without its carriage.

Trials have recently taken place in Munich of a new bullet-proof cuirass, invented by a Hamburg armorer, Wilhelm Weber. The cuirass was fired at with a service rifle at a distance of ten paces, the bullets being shattered into small fragments. The cuirass weighs 11 pounds, but the inventor states that it can be safely reduced to 8 pounds.

An accident occurred lately at the camp of Chalon during artillery practice. A breech piece burst, an artilleryman and two horses being killed. Questions were subsequently put in the Chamber, when the War Minister said that the War Office was now considering a new material for the construction of such parts of guns, by the employment of which it was hoped that similar accidents would be rendered impossible in future.

To provide for the requirements of mountain service, the Hotchkiss Company have introduced a 2-pounder gun of 42 mm. calibre, which can be taken to any position accessible to infantry. It is transportable by draught, on pack animals or by portage, and the ammunition is sufficiently light to permit of carrying a larger number of rounds with a minimum of personnel and animals. Simplicity of mechanism and ease of operation have also been aimed at, so that the piece may be useful to infantry without trained gunners.

"Arms and Explosives" says: "It is stated, but the report has not yet received absolute confirmation, that Russia has at length enough of her long-expected new small-bore magazine rifles ready to enable her to call in large numbers of the Berdan rifles. We believe that the new rifle is the Mouzin.

of 200 calibre (7.6 mm.), but this must be taken with all reserve. The Mouzin has a magazine for five cartridges, weighs 9 pounds 8 ounces—or a trifle more than the Lee-Metford—and fires a bullet weighing 215 grs., the same as the .303."

The Fortifications Board of the Army, at its recent meeting in New York, made an allotment of \$1,200 for the erection of a platform for the 42-in. spring-return pneumatic mortar carriage, which has been presented for test, free of expense, to the United States by the Pneumatic Gun Carriage Co.

The officials of the Penn Steel Casting & Machine Co., of Chester, Penn., who are charged with furnishing the government with gun castings of an inferior character, were given a further hearing July 10. Lieut. Charles W. Ruschenberger, of the Navy, at one time Government Inspector at the works, testified that when the bars were found to be light, he sometimes authorized Manager Boldt and the company's chemist to do the stamping. He depended upon information obtained from the officers of the company as to the requirements of the castings, and stated that he had over a half dozen stamps to select from when stationed at the works. All castings passed by him were accepted provisionally upon the final test at Washington being acceptable. The witness had no means of proving that there had been any substitution. The hearing was adjourned until Sept. 12.

"Engineering" of July 6 devotes three pages to describing and illustrating the Buffington-Crozier Disappearing Gun Carriage, recently tested at the Sandy Hook Proving Ground. The carriage was tested with an 8-in. breechloading rifle, weighing 33,000 lbs., firing a projectile with a charge of 125 lbs. of brown prismatic powder, the projectile weighing 300 lbs., and having an initial velocity of 2,000 ft. per sec. When fired, the gun recoiled without a jar, and settled down lightly into its loading position. During the test the carriage was worked by seven gunners: 10 shots were fired in 12 mins. and 3 secs. In recent tests for accuracy of firing, excellent targets have been made at 3,000 yds. range. The principle upon which the carriage is constructed was devised by Col. A. R. Buffington, U. S. Ordnance Department. This idea was modified and improved upon by Capt. William Crozier, U. S. Ordnance Department, and to the latter is due the present perfect carriage.

The New York "Sun" says: "In the trial of an American gun with an American projectile driven by American powder against American ship armor, there are sure to be some consolations whether the attack or the defense wins. The other day, when a 12-in. Wheeler-Sterling shell completely perforated both the 17-in. steel plate of the Oregon and its heavy oak backing, landing a long distance on the other side, and still entire, though somewhat changed in form, chagrin over the defeat of the armor was somewhat mitigated by admiration of the projectile. As to the gun, that of course needed no demonstration of excellence. The adoption of the 12-in. calibre as the highest henceforth to be used on British war vessels, and its selection, also, as the highest calibre on the Iowa, our newest and biggest battleship, were made on the theory that this gun is capable of piercing or smashing any armor carried on war ships, providing the projectile can stand the shock and is not itself broken to pieces."

The Skoda gun to be put in competition with the other machine guns undergoing trial by a board of naval officers weighs only 25 lbs., and one man can easily carry it, with a quantity of ammunition, from place to place. It has but one barrel, which can be regulated for quick or slow firing. The firing is done automatically, the recoil of the breech being employed to reload the chamber. The gun can be worked on almost any mount, and for that reason it is equally serviceable on the deck of a ship or boat and in the field. In action it can readily be lifted and carried from one point to another, owing to its lightness; 600 shots can be fired every minute, if desired, or deliberate aim, as is possible with small arms, may be taken. In recent experiments the gun has continued firing for nine minutes, discharging during that time 5,400 cartridges, without becoming too greatly heated. Using smokeless powder, velocities of 1,800 ft. per second and a range of 2,500 yards have been developed. The breech mechanism appears to be simple and strong. The parts are few, comparatively, and capable of being easily removed and replaced. Experiments will be made with the gun to determine whether or not it will fill the requirements for a light, durable, rapid-firing weapon for use on board ship and in boats that would be employed in landing parties.

(Correspondence of the Army and Navy Journal.)

LAKEVIEW ENCLAMPMENT.

On Saturday, July 7, the troops of the Third U. S. Inf. were suddenly called away from the Lakeview encampment by orders from the headquarters of the Department of Dakota. After the regiment arrived in St. Paul, Companies E and H were detached and embarked on a train en route for Fort Keogh. They had their tents and heavy baggage, etc., but the remaining companies, which had left these in camp, proceeded to Fort Snelling, where all were gladdened once more with the sight of home. The next day, Sunday, at noon, a post order was circulated, putting the command in readiness to move at short notice, with ten days' rations and 200 rounds of ammunition per man. It is now waiting for the final order to leave the post.

On Monday afternoon, July 2, First Sergeant Hart, of Company H, 3d Inf., scored 97 out of a possible 100 at the 200 yards' range. This exceeds all previous records of the regiment.

The 3d Inf., during its short stay at Camp Lakeview, finished its target practice at the 200 and 300 yards' ranges.

A general court martial was appointed to convene at the encampment, but circumstances did not allow it to do so. While in camp, on July 6 two privates of Company A narrowly escaped drowning. They were crossing Lake Pepin in a sailboat, when a gust of wind turned the boat over when it was over a mile from shore. They managed to secure hold of the boat and displayed signals of distress. Fortunately before they were exhausted they were espied by a steam tug and were rescued.

THE STATE TROOPS.

First N. G. Brigade.

The findings of the court martial in the case of Col. William Seward, of the 9th Regiment, N. G., S. N. Y., and the action of the Commander-in-Chief thereon are a complete answer to the criticisms to which Gen. Louis Fitzgerald was at one time subjected. General Fitzgerald had, as Brigade Commander, what must have been to him a disagreeable, if an imperative, duty. Such assertions of authority are at times needed to correct the tendency to too great individuality of action on the part of subordinate commanders. The moral influence of strict obedience to orders is very great, and it cannot be too imperatively insisted upon. A military force must at all times be held rigidly to principles of obedience, which are essential to the unity of action that lies at the foundation of military efficiency. We are glad to see that the propriety of General Fitzgerald's action has been finally recognized by some of those who were most ready with their criticism in the beginning.

(Correspondence of the Army and Navy Journal.)

New York State Camp.

The week ending July 14 was taken up by the 9th Regiment of New York City, and the 9th Provisional Battalion of Separate Companies under command of Captain Wm. Wilson, which were the 32d of Hoosick Falls, Capt. Frank L. Stevens, and were 77 strong; 34th of Geneva, Capt. Wm. Wilson, 87 strong; 37th of Schenectady, Capt. Frank Bauder, 66 strong; 41st of Syracuse, Capt. John G. Butler, 90 strong; total, 320.

The officers of the 9th Regiment and the strength of the respective companies were as follows: Col. Wm. Seward, Jr.; Lieut.-Col. Thos. B. Rand; Majors, Solomon E. Japha and George T. Loridan; Adjutants, Godfrey A. S. Wiener, Geo. J. Hardin; and Wm. T. Truman; Quartermaster, O. L. Rogers; Commissary, G. A. Clement; Surgeons, A. H. Doty, C. N. Thompson, and Wm. E. Woodard; Inspector of Rifle Practice, R. C. Gibson; total, 13. Non-commissioned staff, 10; Co. A, Capt. J. W. Barthelmeiss; Co. B, Capt. A. M. Tompkins; Co. C, Capt. H. S. Pool; Co. D, Capt. J. D. Walton; Co. E, Capt. H. L. Desser; Co. F, Capt. W. E. Byrd; 54; Co. G, Capt. W. Wilcock; Co. H, Capt. J. B. Silsby; 72; Co. I, Capt. C. E. Kohlberger; 48; Co. K, Capt. W. F. Morris; 60; total, 630.

The guard duty during the week has been something unexpectedly good. At night, the challenges have been loud, clear and distinct, and in turn were answered properly by the corporals. This was perhaps principally owing to Captain Thurston, the guard instructor, who, in addition to having cards for each sentry on the various posts, also issued careful instructions to each detail before they were sent out on post. He also had a school on several afternoons, during which he thoroughly explained the guard duty ceremonies.

The troops were assembled for inspection and handling and proper adjustment of the "Merriam" pack, Colonel Merriam and Lieutenant Harden being the instructors. This lasted for about an hour, and was followed by the first regimental drill of the season in heavy marching order. The men all stood the order well. Adjutant-General Porter was a close observer of all that was going on.

The drill of the Separate Companies and the firing as skirmishers, line of squads, sections, platoons or companies, were executed with a clock-like regularity. The turnings either at a halt or on the march were done to perfection. The early morning drills by platoons were very good, especially so those by the separate companies, but in the regimental companies the squad leaders were not so well posted.

Colonel Phisterer complimented the 9th Regiment on the field. He informed the men that four years ago he had occasion to praise the regiment for its excellent military conduct and general military bearing. He said that two years ago he had again occasion to praise the regiment on its improvement, and if this year the regiment continued on as it began, he would have only words of the highest praise to say.

Co. H, Captain Silsby, on July 9 presented two handsome gold medals to Sergeant C. D. Ferguson and W. R. Hill for having brought in the largest number of recruits. The donors of the medals were Lieutenants McMurray and Barnes, respectively. The company was highly congratulated on its excellent improvement since last it came to camp. The success is due to the energy of Captain Silsby, who has built the company up from nothing.

Capt. A. W. Barthelmeiss, of Co. A, while officer of the day, evidently was looking to establish a new precedent in camp, for after taps he instructed all the sentries to call the hour during the night. After the calls had been repeated several times, and the rest of the camp was disturbed, Captain Thurston, the guard instructor, had the calling stopped. The battalion drills in close order were very fairly executed by the 9th Regiment, but the separate companies had more or less trouble, particularly in such movements as on "second or third company close intervals," and "on right into line of companies in column of fours." Distances and alignments were better with the regiment than with the companies, but in company movements, both in closed and extended order, the separate companies showed the most proficiency. The turns of the companies were perfect. The evening parades are not what they should be. They were generally slow in forming, and there was too much unnecessary dressing. The marching in review was best by the separate companies. Three thorough inspections of the entire camp are made each day, one by the Post Inspector and two by the medical officers, which include all the articles used in the preparation of the food. The saluting of the various officers has been very fair this week; in fact, the best seen here this season. There was the proper turn of the head, and the salute was done with a snap and vim, and distance of saluting was properly observed.

The guard mounting of the previous week has been fair, but Captain Thurston had continually to caution the supernumeraries and first sergeants to come to a "rest"; many would stand at an order. Once or twice the guard would present arms at open ranks instead of closing first. This would have happened more frequently had not Captain Thurston corrected the officer in time.

Schools of instruction are held on the bluff, at which all surgeons, quartermasters, commissaries, quartermaster-sergeants and hospital corps members are directed to attend, the subject of discussion being camp cookery. Colonel Henry, the instructor, explained the ration order, and informed those present that, beginning with the following day, the preparation of camp food would take place. He named a detail who were to prepare a ration sufficient for 40 men. The bill of fare varies each day. This cooking school is a new departure in camp, and the company cooks learn considerable in this line.

The first to be taken prisoners and detained in the guard-house any length of time were four members of the 22d Separate Co., of Tonawanda, who were put under arrest on Thursday for using a false pass and sent to the guard-house. They were detained there until their company left for home.

On Saturday, July 7 the detail of the 2d Battery left camp, after a three weeks' stay, being relieved by a like detail from the 1st Battery.

Another special detail that had been ordered to camp, from July 7 to 14, was the Engineer Corps of Co. B, 71st Regiment. The detail consisted of Capt. E. F. Austin and ten men. The principal work that was done was adding to the map, which was made up from the work of last year. The corps followed the railroad track for several miles and located the most available spots for building bridges and new roads that would lead into camp. Bridges were tested to see if they were suitable for artillery. All these new features are to be added to the map of the camp and surrounding country.

A detail of twelve men from the 1st Brigade Signal Corps accomplished some very clever and interesting work. Signalling in all its most minute details was gone through. As signalling requires constant practice the detail was at work from early morning until late at night. General Porter sent several messages to the 1st Brigade headquarters from camp. Two intermediate stations were established, one at High Tor, on the opposite side of the river, and nine miles below; the other at Dunwoodie, near Yonkers, 19 miles below High Tor. From Dunwoodie to the armory was 10 miles, making a total of 38 miles. This is a saving of 10 miles from last year's course, when the second intermediate station was at Garrett Mountain, N. J. Louis A. Osborne, a private of the corps, drew up a very accurate map of the old and new heliograph course. Sergeant Butler is the instructor. The men who were in charge of the various stations were: Camp, Sergeant Butler; High Tor, Corporal Norris; Dunwoodie, Corporal Sampson, and New York, Private Woodruff. The corps sent a detail to West Point, and messages were sent by the heliograph to camp from the Point by way of Barre Mountain; from camp they were sent by field telephone to the detail's tents, where Private Osborne sat and drew up maps from the messages received.

In a pouring rain the Ninth Regiment, Colonel Seward, waited to receive the incoming troops on July 14. The first company to arrive on that day was the 24th Separate Company, of Middletown, under command of Capt. A. E. McIntyre; 72 men were present. The 10th Provisional Battalion, Capt. James T. Chase commanding, arrived shortly before 3 o'clock. The battalion was composed of the following separate companies in addition to the 24th, 16th of Catskill, Capt. F. E. Van Gordon, 43 men; 14th of Kingston, Capt. R. F. Thompson, 47 men; 5th of Newburg, Capt. J. F. Sheehan, 51 men, and the 15th of Poughkeepsie, Capt. F. B. Warring, 54 men; total in battalion, 297. The 9th Regt., after saluting the incoming troops, were marched out of camp to the tune of "Auld Lang Syne." The 65th Regiment, of Binghamton, Col. Samuel M. Veach, Jr., commanding, left Buffalo at 11 o'clock on the night of July 13, and after a long and tiresome journey, arrived at camp at 4 o'clock the next day. A stop of about an hour and a half was made at Albany. Much dissatisfaction was expressed by the officers and men of the regiment in regard to the poor sleeping car accommodations furnished by the Wagner Palace Car Co. Although the full rate was paid for these cars, it is claimed they were all old and hardly fit to travel in.

The guard, under command of Lieut. G. A. Milsom, of Company B, preceded the regiment up the hill and took its post. Capt. Warring, 15th Separate Company, was the first officer of the day, and Lieut. H. A. Dunn, of Company C, 65th Regiment, was junior officer of the guard. The regiment marched into camp in good shape. Out of a total on the rolls of 401 officers and men, the 65th Regiment has 471 present, a fact which is greatly to the credit of the organization, as this is the largest percentage of any regiment ever in the camp. Companies D, H and I had 100 per cent. present. The total number of men in camp was 772.

Lieut.-Col. W. H. Chapin reviewed the first parade, which was in line, the formation being rather slow and distances not perfect. The saluting and marching in review were rather good. On Sunday morning divine service was held by the Rev. Francis Loddell, Chaplain of the 65th Regiment, officiating.

Adjutant Hall was in charge of the first guard mount, and kept a sharp eye on the movements of the guard, several of which movements he caused to be repeated. This guard mount was not satisfactory, but the execution of the ceremony improved throughout the week.

The same cannot be said of the sentry duty, which was not at all what it should have been. Captains Thurston and Judson labored to improve the men, but without noticeable result. On Sunday afternoon, July 15, all the enlisted men in camp were assembled, and Captain Thurston delivered an excellent lecture on the duties of guards and sentinels. Contrary to directions, the sentries began challenging before taps and kept it up after reveille. Salutes were in great many cases poorly rendered.

On Wednesday morning, July 18, when the guard was relieved, the officer of the day, Capt. John D. Howland, of Company D, 65th Regiment, made the following report on the guard report book: "Work not well done. Officer of the guard absent twice. He also failed to transmit countersign and parole to the outpost, although directed to do so, and did not notify commanding officer of the arrest of men." The officer of the guard, Lieut. Franklin S. Eastmead, of the 15th Separate Company, of Poughkeepsie, as a result of this report was relieved from duty in the afternoon, an order to that effect being issued from post headquarters. Lieut. Eastmead left camp after denying the charges, and it is said will ask for a court of inquiry. Capt. Warring, his commanding officer, speaks of him in high terms, and says he is a conscientious and painstaking officer. The drills of the regiment in close order by battalion on Monday and Tuesday were good. There was considerable talking in the ranks, however, and men were not as well schooled in the company drill as they should be. In the extended order the movements were fairly well executed. Distances and intervals were well kept generally, and the drill on the whole was satisfactory, but the individual man needs more instruction. The companies marched well together, and the manual of arms and loadings and firings were good. Adjutant-General Porter, upon arriving at camp from Albany, at once ordered that Lieut. Eastmead be returned to duty.

Although the provisional battalion did some very good work, the companies were hardly up to the high standard set by the first of the separate companies in camp this season. The drills in closed order were continued for three days, and showed considerable improvement. When drilling in the extended order some very pretty work was done, and towards the latter part of the week the battalion was working in an excellent manner.

The usual schools of instruction were held, and the cooking school of the 65th Regiment, under charge of Commissary Wadsworth, was a great success.

Colonel Henry, Assistant Surgeon-General, and Major Briggs, surgeon of the regiment, examined the members of the Hospital Corps on Wednesday, and all but one man passed a very good examination.

Col. H. C. Merriam, Seventh U. S. Inf., has left camp for a few days for a visit to the camp of the National Guard of New Jersey at Sea Girt.

Policing of the streets and quarters was well done, but little fault being found. A number of men of the 65th Regiment were confined to the guard house during the week, mostly as punishment for offenses against the military rules. Very strict discipline was maintained in the regiment. The detail from the First Brigade Signal Corps, which had been instructed to establish a line of communication from Albany to Peekskill, returned to camp on Sunday evening, having accomplished their purpose. Three men were stationed on Signal Rock, in rear of Dunderberg Mountain, which is across the river from camp; three at Rag Mountain, 15 miles up the river; four at Illinois Mountain, near Poughkeepsie, and 17 miles from the last sta-

tion; three at Kaaterskill, 35 miles farther up, and two on the dome of the Capitol at Albany, 40 miles from Kaaterskill. These distances are air line, and signaling was done entirely with the heliograph, which was successfully operated. Stations were opened at 9 o'clock in the morning and closed at 4 in the afternoon. This completes the line from New York to Albany, the work performed by the signalmen, under command of Sergeant Butler being very commendable. A detachment of seven members of the corps will remain in camp this week, commanded by Corporal Fones.

The work of the Engineer Corps, of Company B, 71st Regt., was very satisfactory, and their reports will be kept on record. The details for the completion of the survey of the surrounding country will be completed in New York.

National Guard in Active Service.

Governor Altgeld, of Illinois, received a telegram from Major Hopkins, of Chicago, on July 19 requesting the withdrawal of the 2d Brigade, I. N. G., and the 1st Battalion, Illinois Naval Militia. Adjutant-General Orendorff telegraphed General Wheeler to send the entire 2d Brigade to their homes on special trains.

A telegram from Chicago, Ill., July 13, states that the majority of the members of Co. B, 7th Regiment, Illinois National Guard, had to be placed in the guardhouse on the above date for refusing to perform duty. The company had been doing duty almost constantly during the recent troubles until July 11, when it was furloughed. Upon being called upon July 12 to report for duty, most of them refused. Owing to an attack on negro workmen by striking miners at the Pratt mines near Birmingham, Ala., on July 17, resulting in a number of killed and wounded, Governor Jones ordered out 15 companies of State troops to preserve order.

The 48th Sep. Co. N. Y., of Oswego, Captain Hall, responded promptly on July 17 to a call for active service in preventing riot and destruction of property by strikers in Oswego. They were still on duty at last accounts. The strikers made several attempts to get on the docks of the Standard Oil Company and interfere with non-union workmen, but were driven off by the Guardsmen.

Mutinous Michigan Militia.

Col. John E. Tyrrell, of the 1st Inf., M. N. G., on July 9 issued the following general order: "I have learned from reliable sources of information that a determined effort is being made by members of unions in sympathy with the present strike to demoralize the National Guard by forcing the members of the several companies of this regiment to resign and apply for discharges. No application for discharge from any company in this regiment will be entertained or approved. While we recognize the fact that nearly 80 per cent. of our membership are union men and sympathize with the law-abiding labor element in their struggle, yet we must not overlook the fact that the National Guard is organized to preserve the peace, protect the property and enforce the laws against a lawless horde of anarchists, socialists and incendiaries, who are the worst enemies of organized labor. Loyal union men will not desert the colors when threatened with lawlessness and incendiarism. John E. Tyrrell, Colonel 1st Inf." This order was read at a meeting of the Emmet Rifles to-night and bitterly denounced. Captain Drummond defended Colonel Tyrrell's order, but his arguments were of no avail, as the company adopted the following resolution by a unanimous vote: "Resolved, That we, as members of Co. H, Michigan National Guard, denounce the authorities for calling out the 1st Regiment of the National Guard July 3, 1894, as such action tended to disgrace the citizen soldiery, and to bring into disrepute members thereof and injure them irreparably in their business relations."

The state of Michigan can have no use for such soldiers (?) as these, and the sooner it is rid of them the better.

(Correspondence of the Army and Navy Journal.)

Georgia.

The 5th Regiment, Infantry, Col. J. S. Candler, will have a field day at Atlanta Sept. 3, in which all the companies of the regiment will take part. The regiment will parade in the morning in heavy marching order through the principal streets of Atlanta, after which they will take the electric cars to the grounds, where the various contests will immediately commence. Each company will be given a rigid inspection, being judged upon their soldierly bearing, neatness of camp, uniform and equipment, adjustment of straps, etc., packing of blanket bags, cleanliness of guns and accoutrements, and will of course be required to sling and unsling blanket bags—First prize, \$25; second, \$15. First sergeants' contest in forming and sizing company, roll call and turning company over to commanders, and in dismissing—Prize, \$10. Duty sergeants' contest on proficiency in forming section and drilling it in extended order, by commands and with signals; time, five minutes; one entry from each company. Corporals to be judged on proficiency in extended order and formation made by duty sergeants during above drill. Team shoot, five men from each company. Distance, 200 and 300 yds. Rounds, five at each distance. Each team to pay \$10 entrance fee, which will be made up into prizes as follows: Team making highest score, \$75; next highest, \$25; best individual shot, \$5. Contest for buglers in sounding camp calls and some of the drill calls (the members of the band excluded from this contest)—Prize, \$5. Signal Corps—Individual prize, \$5. This will end the military contests, after which will be held contests in athletics. Half-mile individual race in heavy marching order, all equipments, 5 lbs, to be added to blanket bag—Prize, \$5 or medal. One hundred yard dash, no restrictions—Prize, \$5 or medal. Two hundred yard obstacle race—First prize, \$10; second, \$5 or medal. Sack race, 50 yds. and return—\$5 or medal. Potato race—Prize, \$5 or medal. After the contests are concluded a barbecue dinner will be served. This is really the first "field day" ever held by a regiment of the Georgia Volunteers, and is attracting much attention.

The Naval Militia.

NEW YORK.—The Naval Militia of New York are detailed for a tour of duty afloat on board United States men-of-war from July 21 to 28, inclusive, and Commander Miller directs the command to report on board the New Hampshire at the foot of East 25th street, at 7 a. m., on July 21, and has detailed the battalion as follows: U. S. S. New York—Commander, Navigator, Paymaster, Master-at-Arms, Chief Boatswain's Mate, Chief Quartermaster, Apothecary, 1st Division, 4th Division and 1st Separate Naval Division, S. N. Y. U. S. S. San Francisco—Executive Officer, Asst. Surgeon, Chief Gunner's Mate, Electrician, Ship's Yeoman, Paymaster's Yeoman, 2d Division, 3d Division and 2d Separate Naval Division, S. N. Y. The following is the programme arranged for the week: On Saturday morning, July 21, the New York and San Francisco will leave New York via Sandy Hook, reaching Gardiner's Bay on July 22. July 23, 24 and 25 will be spent in that locality going out for target practice. July 26 and 27 various interesting evolutions and drills will take place in Fisher's Island Sound. The drills for the week will include exercises at great guns and secondary battery; boat tactics under sail and oars; torpedo drill and searchlight exercises; examination of the coast for war purposes, and signalling between the ships and from the ships to the shore. The general scheme of the cruise is the defense of Long Island Sound, a problem which

JULY 21, 1894.

ARMY AND NAVY JOURNAL.

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Captain Taylor, of the War College, is now developing. On July 23 it is the intention to have heliographic, navy code and flag signaling with both Myer's and Morse's code from the fleet to a detachment of the Signal Corps, 1st Brigade, N. G., N. Y., stationed at Prospect Hill, Fisher's Island, who will transmit messages to the Connecticut Naval Militia and to the Connecticut Signal Corps stationed at the mouth of the Thames River, and thence to the Army at Fort Trumbull.

MASSACHUSETTS.—Saturday evening, July 14, was a red letter day on the U. S. S. *Passaic*. In the afternoon the ship was dressed, so as to have a very brilliant appearance, with Japanese lanterns and signal flags. The guests came on board on a steam launch furnished by the seamen. The music was good but minus the base viol, which got lost on the way. Notwithstanding the lack of base there was no lack of dancers, and all seemed to have a good time. There has been quite a fleet of U. S. vessels in the harbor, and the men have made several visits to them. The 3rd Division of Lynn rowed from Lynn to Boston in the afternoon in 2 hours and 25 minutes, rowing back again Sunday afternoon.

The Guard and the Regulars.

To the Editor of the Army and Navy Journal: Having read with great interest the articles in the current issue of the Journal bearing on the employment of National and State troops during the recent disturbances, it seems to me that those of your readers who are members of the National Guard will find little to encourage them in the articles referred to.

Now, I do not want to be misunderstood as taking exception to the words of praise you have for the regular troops; it is all deserved, and you cannot say too much of their prompt, loyal and efficient service. But why the failure of a socialistic Governor to meet promptly the force at his command should call for censure of the National Guard of the country, is something that is hard to understand. The Journal is not alone in its opinion, and I admit that it is supported by editorials from the leading journals of the country, but to me it seems unfair to a large body of men.

Is it the fault of the officers and men of the State troops of Illinois that they were under the command of a Governor who refused to use them at the proper time? If the President of the United States had possessed anarchist sympathies our Army would not have had the opportunity of showing what it could do. I believe the National Guard of Illinois to be a body of men willing and anxious to do their duty, and I claim it is unfair to rest the blame of failure to act promptly upon them, or upon any other body of State troops that may have been placed in the same position. I would like to hear from the Journal on this question, as it is of vital interest to every Guardaman in the country. If the National Guard does not possess the confidence and respect of the country at large, then it should be disbanded, and something better substituted. Thousands of young men in New York, Pennsylvania, Massachusetts and other large States are giving their time and energy to the betterment of the Guard; every regiment carries the National flag, and every man is sworn to support the constitution of the United States. Now, if this great force of 110,000 men is worth nothing to the nation, if it is as a body unreliable, if it cannot be trusted in times of riot and disorder, then let it be disbanded and increase the regular Army to 100,000 men.

HARRY F. DAVIS.

Adjutant, 18th Regt., N. G. P.

Pittsburg, July 16, 1894.

Our correspondent apparently overlooks the fact that our argument concerning the Regular Army has reference to the enforcement of the laws and processes of the United States, which run in every state of the Union. To enable the National Government to depend upon the enforcement of its laws, through the instrumentality of the National Guard, it would be necessary to have in every one of our forty-four states a militia force as well organized and disciplined as that of Pennsylvania, for example. Will our correspondent tell us how many states have such a force? It would be further necessary that the Governor, who is the Commander-in-Chief of the state forces, should be, in each state, a determined man, thoroughly in sympathy with the purpose of the Federal Government, to maintain the laws of the United States. Finally, it would be necessary that the Governor and all of the military organizations under him should be independent of local sentiment of all kinds. Does our correspondent assume that the state of things we have described actually exists? Because Pennsylvania, New York, Massachusetts, Wisconsin, Ohio and other states are able to maintain the peace with local organizations, are the states without efficient military bodies, or with an efficient militia and a cowardly or traitorous Governor, to be left a prey to mob violence and anarchy? In what sense our correspondent regards our recognition of obvious facts, which he practically admits, as a reflection upon such efficient militia organizations as we actually have, we cannot well see. We have not entered into the question of praise or blame, but have simply presented the facts as recorded. They carry their own moral with them;

it is that the United States needs to have always at its control a military force which is not only well disciplined and well trained, but wholly independent of the political or other embarrassment affecting localities. It is, of course, possible that the Regular Army may be deprived of its efficiency by the weakness of its Commander-in-Chief. This has been the case once in our history; the result was a rebellion that reared its front for four years against the utmost efforts of the Government to subdue it.

Various.

The corner-stone of a new armory for the troops of the 2d Regiment, Ohio National Guard, located in Kenton, is to be laid in that city on Sept. 3, with ceremony, and under the auspices of a masonic lodge. The Governor and staff have also been invited by Colonel Kuert. The members of the regiment have been paid \$17,003.21 for services in suppressing disorder recently at Wheeling Creek.

Co. D, 12th N. Y., will shortly hold another election for second lieutenant, as Lieutenant-elect De Russey has withdrawn.

The Old Guard of the 12th N. Y. meet at the regimental armory on the evening of July 21, and, aside from transacting routine business, will enjoy a lunch and smoke.

The 71st N. Y. are to have a memorial tablet placed on the walls of the armory, upon which are to be inscribed the names of all members of the regiment who have given their lives for the defense of the nation.

Lieut. W. S. Young, of Co. H, 9th N. Y., has received a present of a very handsome sword from Co. B, 71st N. Y., of which he was formerly one of its most energetic members, as well as a general favorite. Lieutenant Young appreciates the gift very highly.

The 30th Separate Co., of Elmira, N. Y., Captain Hoffman, and the 5th Battery, of Binghamton, Captain Olmsted, took part in the ceremonies attending the dedication of the soldiers and sailors' monument at Bath, N. Y., on July 18.

The 8th Battalion, N. Y., Major Channing, and the 13th N. Y., Colonel Austin, leave for the camp of instruction near Peekskill, on the morning of July 21, and a large attendance is expected.

The following officers of the 1st N. Y. Brigade, recently elected, have passed the examining board: 2d Lieut. H. Cassin, Co. C, and 2d Lieut. F. McGinnis, Co. B, 69th Battalion; 1st Lieut. J. J. Byrne, Co. K, 9th Regiment; Quartermaster J. K. Olyphant, 71st Regiment, and Capt. G. W. Mooney, I. R. P., 8th Battalion.

Coming Events.
July 16 to 21.—Camp of New Jersey National Guard at Sea Girt.
July 17 to 21.—Camp of 2d Brigade, M. V. M., South Framingham, Mass.

July 24 to 28.—Annual tour of duty Massachusetts Naval Brigade.

Aug. 4.—Annual picnic 69th Battalion, N. Y., at Sulzer's Park.

Aug. 6.—Annual drill, 2d Cadets, M. V. M., Essex.

Aug. 11 to 18.—Camp of Pennsylvania National Guard at Gettysburg.

Aug. 11 to 19.—Camp of Connecticut National Guard at Niantic.

Aug. 13 to 17.—Camp of Maine National Guard.

Oct. 15 to 20.—Grand fair 13th New York at armory.

Nov. 14 to 20.—Fair of 23d N. Y. at new armory.

NAVAL WAR COLLEGE.

The schedule lectures for the week ending July 14, 1894, was as follows: July 9, 10:15 a. m., "The Torpedo in Warfare," Lieutenant Holman; 11:45 a. m., "The Development of Infantry Tactics," Captain Wallach, U. S. M. C. July 10, Committee work: The Problem—War charts and defense plans—Duel and tactical games. July 11, 10:15 a. m., "Naval Tactics," Captain Taylor; 11:45 a. m., "International Law," Professor Freeman Snow. July 12, 10:15 a. m., "International Law," Professor Freeman Snow; 11:45 a. m., Committee work: War charts and defense plans. July 13, 10:15 a. m., "International Law," Prof. Freeman Snow; 11:45 a. m., "The Development of Infantry Tactics," Captain Wallach, U. S. M. C. July 14, 10:15 a. m., "The Development of Infantry Tactics," Captain Wallach, U. S. M. C.; 11:45 a. m., War games—strategic. Lieutenant Holman, in his lecture upon "The Torpedo in Warfare," contended that a half-dozen torpedo boats would be more effective in coast defense than a cruiser which would cost much more and take far longer to build. He admitted, however, that for distant service the torpedo boat was not effective.

A SUGGESTION.

To the Editor of the Army and Navy Journal:

It is a well known fact that large masses of cast metal are defective inside—strained and spongy from unequal cooling and shrinkage. Our 15-inch smooth bores showed this by the cracks and breaks at the vent. Captain Rodman invented the "water core" to obviate the difficulty. As the 6-inch armor plate has proved much sounder than the 17-inch, I suggest that three 6-inch plates be bolted and dowled together and tested.

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(Correspondence of the Army and Navy Journal.)
FORT WARREN NOTES.

July 16, 1894.

The all-absorbing topic at this post during the last week, has been the great railroad strike in the West. The command at this post has been practically under waiting orders. The pass list had been suspended, while the troops were drilled in heavy marching order, silencing and unsilencing knapsacks, pitching tents and the manual in loading and firing. Of course the youngsters of the command were more than anxious for the fray, but the older heads, whose previous experience had taught them the inconveniences and other hardships of such campaigns, were pleased to see the strike end as it did. Everyone, however, was ready to promptly answer the call for duty. It is just 17 years ago this month since last the garrison of Fort Warren were ordered out for just such duty. In the great strike of '77, Batteries I, 1st Art., then commanded by Capt. Wm. M. Graham, and A, of the same regiment, commanded by Capt. Joseph P. Sanger, left Fort Warren on the morning of July 21, and remained absent till Oct. 27. During this time the above batteries did duty at Philadelphia, Reading, Pittsburg, N. Y., Ohio, Honing coal mines and Mauch Chunk, Pa. At the latter place they guarded the county jail, where several Molly Maguire leaders were executed. Major Sinclair, 2d Art., the present commanding officer of this post, at that time commanded the celebrated Light Battery C, 2d Art., and Captain Scantling, present commander of Battery D, 2d Art., was serving as 1st Lieutenant in Light Battery A, 2d Art. Of the enlisted men at present serving at this post, but who did duty in the then great strike, are Sergeant Lewis, Battery D, but at that time corporal in Light Battery A, 2d Art.; Sergeant Strother, Battery D, then private in Battery D, 2d Art.; Corporal Crowley, Battery B, then corporal in Battery K, 2d Art., and Private Dieterich, Battery D, then private in Battery I, 1st Art.

Master Phil. Scantling, who has been battling with a serious case of illness for some time past, in New York City, has so far recovered as to be able soon to pay a visit to his parents, Captain and Mrs. Scantling, at this post.

The Fort Warren Comedy Company gave a pleasing entertainment and dance at the post recreation rooms on the evening of the 13th inst. Private Marshall acted as interlocutor, Mr. John McDermott, tambour and Private Randall as bones. Messrs. Flaherty, Charles McDermott, J. Crowley, Lumbard, Christian, Dunn, Littlefield, Lamb, O'Connell and Neil, performed several specialties and sketches, while a fine orchestra, under the direction of Private Dieterich, furnished the music.

The U. S. marines stationed at Marine Barracks, Charlestown Navy Yard, sent down a baseball nine to this post, just to teach the artillerymen how to play ball, a few days ago. It turned out to be a case of mental delusion, however, on their part, for, when "after the ball was over," the score stood 8 to 10 in favor of the regulars.

Battery D: Corps, Morris Ahern, Wharton and Petricher are granted three months' furlough; Private Hanson is placed on extra duty in Commissary Department. Battery B: Private Grey discharged under provisions of G. O. 80, A. G. O.

The absence of Lieut. Geo. L. Blakely has reduced the number of officers at this post for officer of the day duty to two, Captain Scantling and 1st Lieutenant Ostheim.

During the absence of Captain Taylor on sick leave, 1st Lieutenant Ostheim is commanding Battery B. Besides being battery commander, the lieutenant is a perfect Croesus in titles and positions, being at present Post Adjutant, Post Quartermaster, Post Exchange Officer, Post Signal Officer, in charge of consolidated mess and post recreation rooms. We may have forgotten to enumerate a few others, but these are all we can think of at present. R. F. D.

MILITARY AND NAVAL INVENTIONS.

Patents granted July 17, 1894. Printed copies can be had for 15 cents each of Glasscock & Co., Patent Attorneys, Washington, D. C.

F. G. du Pont, Wilmington, Del.; smokeless explosive.

F. W. Luscomb, New Bedford, Mass.; bomb gun.

P. B. Tyler, Spokane, Wash.; water power machine gun.

G. A. Sachs, Eugene, Ore.; ejection for brakedown guns.

No great railroad in America offers the advantages for summer travel and enjoyment equal to the West Shore Railroad. Starting from New York (around which are clustered more pleasure resorts than any other city in the world) paralleling the grandest river on the continent, it traverses valleys celebrated in song and story; reaches many crystal lakes reposing like gems in their mountain settings; furnishes access by branches and connections to the magnificent forests of the Catskill and Adirondack mountains, terminating at the world's wonder, Niagara Falls.

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DEER PARK.
ON THE CREST OF THE ALLEGHENIES.

To those contemplating a trip to the mountains in search of health and pleasure, Deer Park, on the crest of the Allegheny Mountains, 3,000 feet above the sea level, offers such varied attractions as a delightful atmosphere during both day and night, pure water, smooth, winding roads through the mountains and valleys, and the most picturesque scenery in the Allegheny range. The hotel is equipped with all adjuncts conducive to the entertainment, pleasure and comfort of its guests.

The surrounding grounds, as well as the hotel, are lighted with electricity. Six miles distant on the same mountain summit is Oakland, the twin resort of Deer Park, and equally as well equipped for the entertainment and accommodations of its patrons. Both hotels are upon the main line of the Baltimore & Ohio Railroad, have the advantages of its splendid Vestibuled Limited Express trains between the East and West. Season excursion tickets, good for return passage until October 31, will be placed on sale at greatly reduced rates at all principal ticket offices throughout the country. One way tickets reading from St. Louis, Louisville, Cincinnati, Columbus, Chicago, and any point on the B. & O. system to Washington, Baltimore, Philadelphia or New York, or vice versa, are good to stop off at either Deer Park, Mountain Lake Park or Oakland, and the time limit will be extended by agents at either resort upon application, to cover the period of the holder's visit.

The season at these popular resorts commences June 23.

For full information as to hotel rates, rooms, etc., address George D. Deshields, Manager, Deer Park, or Oakland, Garrett County, Md.

The West Shore Railroad is the only road having an uninterrupted railway connection between the seaside resorts of New Jersey, and the Catskill and Adirondack Mountains, Saratoga and the Thousand Islands.

Beecham's pills are for biliousness, bilious headache, dyspepsia, heartburn, torpid liver, dizziness, sick headache, bad taste in the mouth, coated tongue, loss of appetite, sallow skin, when caused by constipation; and constipation is the most frequent cause of all of them.

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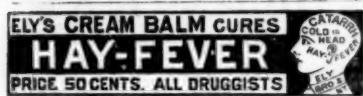


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SUMMER VACATION TOURS.

The Baltimore & Ohio R. R. Co. now has on sale at all its offices east of the Ohio River a full line of tourist excursion tickets to all the lake, mountain and sea-shore resorts in the Eastern and Northern States and in Canada. These tickets are valid for return journey until October 31. Before deciding upon your summer outing it would be well to consult the B. & O. Book of "Routes and Rates for Summer Tours." All B. & O. Ticket Agents at principal points have them, and they will be sent postpaid upon receipt of ten cents by Chas. O. Scull, General Pass Agent, B. & O. R. R., Baltimore, Md.

COOK'S IMPERIAL, EXTRA DRY, World's Fair.
"Highest award for excellent Champagne, good effervescence, agreeable bouquet and delicious flavor."

Special trains for the Catskill Mountains are run over the West Shore Railroad during the summer season, combining the highest degree of comfort with the greatest rate of speed. Elegant drawing room cars are attached, running to all the principal points in the Catskills, Saratoga and Lake George.

The Mackintosh coat per General Order No. 423, Navy Department, can be bought at a low price from Camp & Crane, 27 Maiden Lane, cor. Nassau street, New York.

Flavor all your cold drinks with ten to fifteen drops of ANGOSTURA BITTERS, to keep free from summer diseases and all sorts of indigestion.

BIRTHS.

BINGHAM.—At Jefferson Barracks, Mo., July 17, 1894, to the wife of Lieut. G. S. Bingham, Ninth Cav., a daughter.

HEYL.—On July 13, 1894, to the wife of Col. E. M. Heyl, Inspector-General, U. S. A., a daughter.

SAMPSON.—At Sitka, Alaska, June 16, 1894, to the wife of Asst. Engr. B. C. Sampson, U. S. Navy, a daughter, Emily Sitka Sampson.

DEATHS.

GOULD—WILKINS.—On July 12, 1894, at St. Andrew's Church, New York, by Rev. Gouverneur Morris Wilkins, brother of the bride, the Rev. Maunsell von Resseleia, D. D., giving the blessing, Martina De Lancey Wilkins, daughter of the late Lewis Morris Wilkins, U. S. Navy, to William Shattuck Gould, of Chicago.

MOTTU—BURNETT.—At Berkeley, Va., July 5, 1894, Mr. J. P. Andre Mottu to Mrs. Mary Carter Burnett, widow of Passed Asst. Paymaster John C. Burnett U. S. Navy.

OTIS—EDWARDS.—On July 11, at the residence of the bride's father, Cleveland, O., by the Rev. Dean Williams, of Trinity Cathedral, Lucia R., daughter of Col. and Mrs. Wm. Edwards and sister of Lieut. Clarence R. Edwards, 23d U. S. Infantry, to Charles A. Otis, Jr., son of C. A. Otis, of New York, formerly of the Otis Steel Company, of Cleveland.

PERRY—WIGGIN.—On July 10, 1894, at Christ's Church, Rye, N. Y., by the Rev. Chauncey B. Brewster, rector of Grace Church, Brooklyn, N. Y., assisted by the Ven. Archdeacon William W. Kirby, D. D., rector of the parish, Charlotte, daughter of Augustus Wiggin, Esq., of Rye, to Lieut. John Adams Perry, U. S. Army.

SEWELL—LYON.—At Washington, D. C., July 6, 1894, Lieut. John S. Sewell, Corps of Engineers, U. S. Army, to Miss Agnes Lyon.

DIED.

MADISON.—At Washington, D. C., July 8, 1894, Mrs. Laura Steen, widow of Thomas C. Madison, formerly Major and Surgeon, U. S. Army.

ROBERTS.—At Glyndon, Md., June 10, 1894, Ch. Engr. John J. Roberts, U. S. Revenue Cutter Service.

WASHINGTON.—At Washington, D. C., July 10, 1894, Mr. Thornton Augustus Washington, formerly Lieutenant 1st U. S. Infantry.

WATSON.—At Catskill, N. Y., July 11, 1894, Abbie Pratt Watson, only surviving daughter of Hon. Malbone Watson, late Justice of the Supreme Court.

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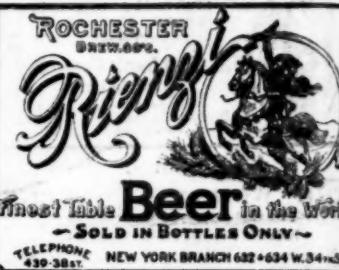
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